

# THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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### BANK FAILURES AND BANK MANAGEMENT.

The collapse of the Newark bank has served more than any previous incident to seriously disturb confidence in the administration of our national banking system and in general bank management. We think these misgivings are the result of a mere impulse, and yet perfectly natural after the shock the public has received. To scrutinize such an occurrence closely, and be watchful and zealous of the safeguards the laws provide, are necessary to our financial stability. And yet, while we would not offer any suggestions which should even look like defending or excusing official negligence, some of the inferences drawn from the

event evidently need modifying, for they are too sweeping and liable to do harm.

First among these, we would mention the conclusion jumped at quite generally, that all banks are to the same extent exposed to the same experience. This would be very startling and disquieting to investors if true, but it is absolutely the reverse of the truth. We assert positively that no officer of any of our large New York City banks could thus extract its securities if he desired. What made it possible in the Newark case, is the peculiarity in the management of most suburban institutions growing out of their situation. Their discount business is in general done in New York, for there is very little local demand of the kind they can accept. They receive deposits from the neighborhood, but the chief or working officer finds use for them here. Hence, the President or Cashier—whichever is the active man—has the handling of all the securities, buys them, sells them, or loans on them in Wall Street, brings them to the city and takes them back with him, and at times, if detained late, will carry them home. In this way his pocket becomes the bank safe, and his right to handle, carry away, retain, exchange, and have complete, unquestioned control over the securities becomes established. How easy it was therefore for the Cashier of the Newark bank, having such unlimited, unchecked control, gradually to dissipate, without exciting suspicion, the valuables of the institution.

But in the management of our New York banks the practice is wholly different. All securities and valuables have special custodians, over whom there are other custodians and checks. The leading officers do not even handle the securities, their work being administrative, not executive; nor have they, or any one else, any use for them which would excuse their being taken from the safe. In case of a loan, it and the securities accompanying it pass through the regular channels and through the books into the safe, and when paid pass out again by another system through other channels. If the Cashier or President should take securities from their allotted place it would be an unusual thing, which would require a reason, and if their return was delayed it would soon be remarked upon. These facts are well known to all familiar with our banking organization, but are forgotten in the excitement of the moment when a shock so sudden and unexpected disturbs confidence. It is enough to simply recall them in order to answer the questions which have been raised by nervous stockholders under the fears excited by this new raid on a bank vault.

Yet while all this is true, it would be folly to say that any bank is or can be free from the possibility of having some of its securities stolen. Banks cannot conduct

business without trusting their employees. In the night even, the key must be somewhere and the secret be with some one; and in the day, access is free to whomsoever may be the custodian. There might thus be sudden thefts by a confidential clerk, even in our best conducted institutions. But there can not be long-continued peculations in any amount, for the assets are examined from time to time, loans are called in, and securities for loans are changing constantly. In some of these ways the losses and burglaries would be and are soon brought to notice. That this conclusion is warranted is further proved by the steadiness in the actual value of bank stocks through a long series of years, and by the extremely small average of total defalcations which banks sustain—surprisingly small, especially when we consider the nature and floating character of their assets.

Do not such facts also show the unreasonableness of charging general negligence upon the managers of these institutions, as soon as one bank incurs a loss? Most likely the facts, when fully developed, will indicate that the Newark trustees are greatly to blame; they certainly exhibited an almost childlike confidence, and must have failed to take any cognizance of the Cashier's doings, or make any examination for a very long period of the securities held. We cannot otherwise understand how the bank could exist so long a mere skeleton. In fact, it seems impossible that such a shadow could even pass itself off as a moneyed institution. Of course the unconventional system under which suburban banks in general are operated was the Cashier's opportunity and will be urged as the directors' excuse; but the popular verdict will be that any organization permitting of such a condition so long continued without discovery must be very defective. This has led many to believe that the whole truth is not yet known, and at the present moment it seems as if that would prove to be so.

But however this special case may turn out, the opinion quite widely expressed, that all directors ought to be acquainted with the details of the bank management, cannot be sustained. It would require a very large portion of their time, and be inconsistent with their properly conducting any other business, since merchants, if they are to be successful, must give undivided attention to their personal pursuit. Besides, they are not paid for their time, and no bank could afford to pay them. Then, again, the director's office never ought to be more than advisory; any other relationship would preclude success. Only think of a bank absolutely under the management and "direction" of fifteen men! Why it would show worse results than the Park Commission. It is our presidents and cashiers that make our banks, and they are selected for their fitness; they are men of character and ideas, and impress both upon the institution they manage, and the directors *must* trust them.

So also much that has been said during the week of the Comptroller's duties and responsibilities seems to us a little unreasonable. Mr. Knox has to his credit a long public life, with wonderfully few mistakes in it, and it would, we think, be a public misfortune if his influence were weakened. The large deposit of the Newark institution in other banks should have excited inquiry and did, and received confirmation as was supposed. Of course we can see now that the Examiner ought not to have allowed Cashier Baldwin to have sent the letter of inquiry, but at that time it must be remembered he was dealing with a man as far above suspicion as any man in this community. Who does not every day of his life throw himself into just such a trap if his trusted friends should all subsequently prove scoundrels?

### OUR DEBT AND OUR REVENUE.

The monthly Treasury and Currency statements, always an interesting and instructive study, are at present more than usually so. The debt statement for November 1 shows that during October the public debt was reduced \$13,321,459. This is smaller than the reduction effected in September (\$17,483,641), but is sufficient, if continued, to extinguish the entire interest-bearing debt inside of ten years. For the four months since the close of the fiscal year the decrease foots up more than 55 million dollars against 33½ millions in 1880, 10 1.3 millions in 1879, 11½ millions in 1878, 12½ millions in 1877, 10½ millions in 1876, 10½ millions in 1875, and 4 millions in 1874. The total outstanding debt of every description, including legal-tender notes, etc., less cash in the Treasury, now amounts to \$1,785,534,467, against \$2,757,353,276 on July 31, 1865, a decrease in sixteen years of about a thousand million dollars! Is not that a record worth having and a policy worth continuing?

The large decrease at present taking place is to be ascribed directly to increasing customs and internal revenue receipts and diminishing interest payments. The interest-bearing debt outstanding November 1, calls for only \$60,962,245 interest annually. In the fiscal year 1866-7 the Government had to pay no less than \$143,726,805 for interest on its debt. Compared with a year ago the saving amounts to almost 17 million dollars, and compared with November, 1879, almost 23 millions. The following table shows the change that has taken place in our interest-bearing debt during the last two years.

Interest-Bearing Debt Outstanding.	Nov. 1, 1879.	Nov. 1, 1880.	Nov. 1, 1881.
Bonds at 6 per cent .....	\$ 233,681,350	\$ 217,699,550	.....
Bonds at 5 per cent .....	508,440,350	469,651,050	.....
Bonds at 4½ per cent .....	250,000,000	250,000,000	250,000,000
Bonds at 4 per cent .....	737,946,550	738,368,600	738,749,750
Bonds at 3½ per cent .....	.....	.....	563,380,950
Refunding certificates .....	2,899,400	979,200	598,050
Navy pension fund .....	14,000,000	14,000,000	14,000,000
Total interest-bearing debt.	1,796,967,650	1,690,698,400	1,566,728,750
Annual interest .....	83,746,736	77,788,437	60,962,245

The receipts from internal revenue taxes and from customs continue increasingly heavy. Those for October were over 5 millions above those for the same month in 1880, aggregating \$32,272,369 against \$26,941,975. For the four months of the new fiscal year the increase on last year foots up more than 16 million dollars. The custom receipts of the year, if the ratio of increase thus far established be maintained in subsequent months, promise to be the largest on record. In 1880-81 the duties collected amounted to no less than \$198,000,000. This total has only twice been exceeded, namely in 1870-71 and 1871-2. In the latter year it was largest, being 216 millions. At present, as said, the promise is that we may reach this total again in the current year. The internal revenue receipts cannot of course be compared with any but the more recent years. During and for a time after the war these were extraordinarily heavy. For instance, in 1865-6 they aggregated more than 309 millions. In 1880-1, the last fiscal year, the total was only \$135,264,385, but it is sufficient to say that this was 11 millions above 1879-80, and larger than in any other year since 1870-1, when the figures were \$143,098,153. As the increase for the four months thus far amounts to over 7 millions, it appears very probable that in the current year even 1870-1 will be left behind. These internal taxes are derived very largely from articles of luxury, chiefly whiskey and tobacco, and are not, therefore, very burdensome to our people. The proposition to abolish them, now being agitated, is unwise. Some of the war imposts bearing heavily on individual interests, such



as the tax on banks, should be removed, but as for the rest there is no other way in which an equal amount of money can be raised so easily and with so little pressure upon our industrial system.

Turning to the general balance sheet, the first point to attract our attention is that the grand total of all the items in the statement is only \$322,673,582, against \$330,677,298 in October—a difference of \$8,003,716. This would seem to indicate the reduction in that amount of the liabilities on one side of the account and the contraction of the money held against them on the other side. This proves on examination to be true. The reduction occurs almost wholly in the two items of "Interest due and unpaid" and "Called bonds and interest." The former was heavier on October 1, by reason of the relatively larger amount of interest falling due on that date, which has since been paid out. The latter was heavier because of the larger amount of called bonds then unrepresented for payment. Together these two items were reduced in the sum of \$10,990,680 during October. If now we allow for an increase of \$2,177,760 in the silver certificates outstanding and for an increase of \$536,020 in the amount of the Treasurer's checks and drafts, we have left a decrease of \$8,276,900, which very nearly corresponds with the decrease in the total noted above.

But in what shape was the money thus put out on the market? Clearly the greater part of it was in silver certificates. For on November 1 there had been issued \$66,327,670 of silver certificates, of which the Treasury held \$7,488,900, leaving \$58,838,770 out. On October 1 there had been issued \$64,149,910, of which the Treasury held \$11,559,730, leaving only \$52,590,180 out. The silver certificates in circulation have thus been increased \$6,248,590 during the month. The total of silver certificates issued is close on to the amount of silver dollars held—the figures being \$66,327,670 and \$66,576,378 respectively—and the Treasurer has been compelled to announce that hereafter these certificates would be issued only against a deposit of silver dollars and no longer in exchange for gold.

### THE FINANCIAL SITUATION.

The Wall street markets have been unsettled this week by the failure of the Mechanics' National Bank of Newark. The manner in which the enormous defalcation by the cashier was successfully concealed, not only from the directors of the bank, but from the official examiner, tended to disturb confidence in the condition of other banks, which the public, in the excitement of the moment, quickly concluded might be similarly mismanaged.

The positive assertion of the cashier that the money taken from the bank was used to sustain the failing fortunes of a manufacturing concern, and that none of the funds were used in stock speculations, was at first believed, and after the immediate shock felt the stock market was gradually recovering when it was again unsettled by activity in money claimed by speculators for a decline in stocks to be the result of a general calling in of loans by banks. It appeared subsequently, however, that there was nothing more in the movement than a shifting of loans natural to such an occasion, but the fact that there was a demand for money, whether real or artificial, made operators very cautious. The market did not recover until Wednesday afternoon, when it was buoyant under the influence of good buying of the trunk line shares; then rumors became current that stocks were being sold for the account of the Newark bank cashier, and the suspended

manufacturing house gave the speculators for a fall an opportunity to make an impression upon the market. These rumors were repeated on Thursday, and then the decidedly strong tone in the morning gave way to weakness in the afternoon. The facts in regard to the stock operations of Cashier Baldwin and Nugent & Co. will doubtless soon be made public. From all that can now be ascertained, it is believed that they were comparatively small.

It is probable that had it not been for the Newark bank affair the market would have been strong, if not buoyant, this week. The Trunk line stocks appeared to have a strong undertone, the belief prevailing that the gradual advance in rates would soon result in bringing about an adjustment of all the differences existing between the lines. The rise in such shares was a marked feature on Wednesday and Thursday, and yet the movement was so unequal—Michigan Central, Canada Southern, and Erie, advancing rapidly, while the other trunk lines were comparatively sluggish—that some explanation seemed necessary. It was rumored that while the movement in Michigan Central and Canada Southern was mainly speculative, that in Erie was due to buying by Mr. Vanderbilt and his friends who had obtained control. This story found believers among those who fancied they discerned a good motive for securing such control and regarded it as possible that it had been obtained. Others claimed that the rise in Erie was based upon the large earnings of the road, which it is asserted will justify a dividend upon the preferred stock. The promise of such a dividend would naturally induce purchases for foreign account, and the fact that while in past months other stocks have advanced Erie has remained comparatively inactive would account for the movement this week.

As noted above, money was active early in the week; but although it was forced upward to 1-64 of one per cent commission and interest on Monday, the movement was only momentary, and loans on call were made at an average of about 5 per cent for the remainder of the week. The supply was apparently equal to the demand, and there is now a fair prospect that it will soon be in excess of the inquiry. The domestic exchanges at Chicago and St. Louis on New York are now at a point which will enable currency and silver certificates to be sent hither. The latter represent the gold withdrawn from our banks when the movement is outward, but what disposition will be made of these certificates when they return is another question. Western papers say that there is no longer much demand for currency from the interior, and it would appear that the country is at present well supplied. The demands at the grain centres for funds with which to carry the load of wheat and corn held at those points fall in great part upon the local banks. Whenever, by reason of the break down in or an end to the grain speculation, this load is distributed, there should be a return hither of funds which were mainly withdrawn during July and August for the purpose of preparing for this speculative movement in food staples.

The arrivals of gold at this port from Europe this week have amounted to \$1,113,300, wholly from the Continent. There was a consignment of \$1,042,750 gold from Australia which arrived at San Francisco whither it was sent probably for the purchase of grain. At the current rates for sterling, gold cannot be imported at a profit from London or the Continent either as an exchange operation or on speculation. But the future of the market points to a fall in sterling, and a renewal of the gold imports whenever grain or cotton or both begin to move freely. It is

therefore important, in view of this probability, carefully to weigh the financial situation abroad, and the effect at London and on the Continent of a renewal of the demand for gold from the United States. Two weeks ago the Bank of France raised its rate of discount to 5 per cent. This was mainly caused by the difficulty of the mid-monthly settlement and the heavy rates charged for carrying over purchases, these amounting in many cases to 20 and 25 per cent per annum for the fortnight. Since then the Bourse has become easier, owing to the liquidations which have been in progress, and to-day bankers report a normal condition of affairs existing at Paris. As a matter of fact, Paris, in its extremity, unloaded largely upon London, and this gave Paris the power of drawing gold from thence, which it would appear has been asserted, for the Bank of England return shows a loss of £386,000 bullion for the week, while the Bank of France reports a gain of 7,475,000 francs gold and a loss of 10,475,000 francs silver. Suppose there should be a further drain by Paris upon London—which is not improbable, since if money is wanted at Paris it will be obtained—and, in the course of a few weeks, a demand also be made upon London for gold for shipment to America, to pay for produce. Is it not likely that under such a condition of affairs, with the very small stock of available gold in London, there would be a further advance in the Bank of England rate of discount, followed by a rise in the Continental rates until it resulted in a return movement of securities which London and Paris have so freely taken from us. The following table shows the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Nov. 3, 1881.		Nov. 4, 1880.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	20,860,378		27,340,699	
Bank of France.....	24,455,456	47,482,772	22,770,955	49,898,849
Bank of Germany.....	6,118,613	18,356,613	8,963,333	17,936,667
Total this week.....	51,434,447	65,839,385	59,079,987	67,835,516
Total previous week.....	51,500,763	68,205,931	60,193,823	67,932,536

The above gold and silver division of the stock of coin of the Bank of Germany is merely popular estimate, as the Bank itself gives no information on that point.

The present margin of profit for cable transactions will be seen by the following, showing relative prices in London and New York at the opening each day.

	Oct. 31.		Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.
	London prices.	N.Y. prices.				
U.S. 4s. 6d.	116/39	116/4	Holiday.	116/03	116/27	116/27
U.S. 5s. 6d.	102/06	102/4		101/93	101/95	101/95
Erie.....	45/07	45		44/66	44/6	46/24
2d con.	104/49	103/4		103/29	103/4	104/38
Ill. Cent.	131/26	131/3		131/08	130/4	131/34
N. Y. C.	140/09	140/4		140/13	139/4	140/79
Reading	84/02	89		84/10	87/4	84/47
Exch'ge cables.	4/80			4/83 1/2	4/85 1/2	4/85 1/2

\* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

NOTE.—The New York equivalent is based upon the highest rate for cable transfers, which ordinarily covers nearly all charges, such as interest, insurance and commissions.

The Sub-Treasury operations for the week have resulted in a loss, including transfers of \$2,000,000 from the Philadelphia Mint, of \$1,254,036 17, which is a gain to the banks. The payments by the Assay Office through the Sub-Treasury, and embraced in the above, amount to \$1,145,137, of which sum \$540,000 was for gold received from Europe. The following are the receipts by the Sub-Treasury from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Silver Dollars.	Silver Certificates.
Oct. 28....	\$458,358 65	\$172,000	\$ 6,000	\$1,000	\$280,000
" 29....	275,236 04	89,000	4,000	1,000	181,000
" 31....	559,302 68	151,000	7,000	.....	301,000
Nov. 1....	493,592 67	161,000	12,000	1,000	321,000
" 2....	285,767 42	76,000	7,000	1,000	203,000
" 3....	504,085 91	265,000	12,000	.....	226,000
Total....	\$2,576,343 37	\$914,000	\$18,000	\$4,000	\$1,512,000

Below we give the Sub-Treasury operations for the week ended Nov. 3, and the receipts and shipments of gold and currency reported by the leading banks.

	Into Banks.	Out of Banks.	Net.
Sub-Treasury operations, net....	\$1,254,036	\$.....	\$1,254,036
Interior movement.....	1,309,000	1,310,000	*1,000
Total.....	\$2,563,036	\$1,310,000	\$1,253,036

\* Loss.

The interior movement, as above, embraces all the receipts and shipments of gold and currency reported to us by the leading banks for the week ended Nov. 3, which (stated in our usual form) are as follows.

Receipts at and Shipments from N. Y.	Received.	Shipped.
Currency.....	\$1,274,000	\$739,000
Gold.....	35,000	571,000
Total.....	\$1,309,000	\$1,310,000

The Bank of America received \$500,000 gold during the week, on account of the Associated banks, for deposit in the vault.

### OUR FOREIGN COMMERCE.

The September statement of our foreign trade, issued this week, plainly shows the effect of the adverse influences at work. The exports, which in September, 1880, amounted to \$71,225,897, amount this year to only \$62,428,276, and the imports have risen from \$53,228,651 to \$55,659,026. As a result, the merchandise balance in our favor is only \$6,769,250, against \$17,997,246 in September, 1880. The change is in part reflected in the smaller movement of gold to this country. In September, 1880, our net imports of gold were about 18 1/2 millions; in September this year, about 10 1/2 millions. The following shows the merchandise imports and exports at each of the leading ports.

#### EXPORTS AND IMPORTS OF MERCHANDISE AT U. S. PORTS.

Exports (Domestic and Foreign.)	1881.		1880	
	September.	Since Jan. 1.	September.	Since Jan. 1.
New York.....	\$3,466,915	\$286,450,202	\$3,475,575	\$308,359,513
New Orleans.....	2,311,725	66,191,872	4,308,932	66,906,440
Baltimore.....	3,909,757	46,854,985	5,906,372	55,185,812
Boston.....	5,046,017	55,284,211	6,353,182	49,805,843
Philadelphia.....	3,266,600	31,499,533	3,608,228	35,576,377
San Francisco.....	4,261,561	30,044,684	2,480,630	18,420,415
All other ports.....	10,165,611	102,161,697	10,590,978	87,543,434
Total.....	62,428,276	618,317,184	71,225,897	622,097,834
Imports.....				
New York.....	\$8,172,024	\$338,652,058	\$8,733,920	\$381,745,579
New Orleans.....	717,598	8,675,270	293,515	7,703,362
Baltimore.....	1,422,156	12,311,717	1,295,115	14,355,937
Boston.....	4,933,592	50,723,971	4,688,308	56,871,885
Philadelphia.....	2,308,859	24,223,854	2,107,248	33,370,587
San Francisco.....	3,695,296	28,099,559	4,227,691	26,805,047
All other ports.....	4,409,501	34,237,466	3,882,814	27,646,517
Total.....	55,659,026	497,123,897	53,228,651	548,293,914

As regards the increase in the imports, it is to be said that the larger total this year appears to be natural, and that the movement bears as yet no trace of any undue expansion. It must be remembered that the speculative mania which prevailed early in 1880 had the effect of swelling the imports in the first part of that year to unusual proportions, and that subsequently, the speculation collapsing, the large stocks which had accumulated were utilized and the importations fell below what they otherwise would have been. We are thus comparing with reduced figures for last year, and, bearing this in mind, an increase of only 2 1/2 millions is a matter of very little sig-



nificance. Later on, the indications now are that the result will not be so encouraging. We showed last week what a large amount of new railroad mileage is projected to be built within the next fourteen months. This will call for heavy quantities of rails and all kinds of railroad iron, and as our furnaces and mills are unequal to the demands to be made upon them, there will be a large increase in the importation of railroad materials from abroad. In fact, some heavy orders have already been given.

But while, with respect to the imports, the discouraging features have yet to develop themselves, with respect to the exports they are unmistakably manifest already. The total for September is smaller than that of any other month since February 1880. The reasons for this condition are known to our readers. They can be summed up in two words: exorbitant prices. This applies to all our chief articles of export—grain, provisions, etc. As a result, we are not surprised to find a decrease in values under each head, notwithstanding higher prices tend in great measure to make good any loss in quantity. The exports of breadstuffs show a falling off of pretty nearly 4 million dollars; provisions, a falling off of over a million and a half; cotton, a falling off of 8 or 9 thousand bales; while petroleum, which appears to be an exception to the general rule, shows an increase in exports from \$3,712,763 in September, 1880, to \$4,762,711 in 1881. Making a liberal allowance for the falling off in cotton exports, the four items here mentioned do not come within 3 or 4 millions of making the aggregate loss on all items. This is quite the reverse of what has been the case all along. Until the present month these items have usually covered, and more than covered, any loss in the aggregate, leaving for other items an increase. There is only one conclusion to be drawn from the change, and that is the unfavorable one, that miscellaneous articles, no less than our chief staples, are sharing in the diminished outward movement, due in part to higher prices also ruling for such articles.

What makes the present situation the more to be deplored is that there appears to be so little basis for the extreme values ruling. While our exports of breadstuffs are shrinking to very small dimensions, our storehouses here and at the West are filled to overflowing. Accumulating stocks and rising values are not natural concomitants. Sooner or later holders will be forced to realize this. At present if prices were reasonable we could find a market for our surplus products; later on, there is danger, in the case of grain at least, that the surplus will be left on our hands, foreign consumers having gone elsewhere to supply their demands. The sooner, therefore, the speculation collapses, the better for all concerned. In the subjoined table are shown the breadstuffs and provisions exports at each port.

EXPORTS OF BREADSTUFFS AND PROVISIONS FROM LEADING PORTS.

Breadstuffs.	1881.		1880.	
	September.	Since Jan. 1.	September.	Since Jan. 1.
New York.....	\$ 9,905,488	\$ 78,297,902	\$ 12,027,042	\$ 100,924,809
New Orleans.....	463,296	9,581,174	1,389,952	9,464,513
Baltimore.....	2,330,651	30,513,580	3,542,712	39,049,881
Boston.....	1,307,850	12,373,762	1,624,464	12,190,537
Philadelphia.....	1,293,556	14,176,741	1,927,068	20,370,777
San Francisco.....	3,232,502	19,983,857	1,424,422	19,951,514
Other ports.....	1,413,801	12,525,333	1,917,395	16,252,246
Total.....	19,947,144	177,452,349	23,883,055	209,204,277
Provisions, &c.				
New York.....	7,020,672	70,265,780	8,008,142	74,592,759
New Orleans.....	1,935	145,725	23,639	139,945
Baltimore.....	60,610	4,263,616	285,760	3,793,966
Boston.....	1,587,431	19,250,062	2,246,690	17,261,268
Philadelphia.....	867,839	5,512,766	263,483	5,411,063
San Francisco.....	33,271	278,773	45,732	330,291
Other ports.....	373,237	3,037,708	396,861	2,932,660
Total.....	9,614,995	102,754,439	11,270,287	104,461,952

In the breadstuffs exports, as in the total exports, every port with the exception of San Francisco shows a decrease in September. California it is known has a very large

surplus of wheat on hand, which is now being marketed through San Francisco. During September San Francisco increased its breadstuffs exports \$1,800,000 and its total exports about the same amount. During the nine months of the current calendar year its total exports aggregate \$30,044,684, against \$18,420,415 in the corresponding time of 1880, a gain of \$11,624,269, of which \$9,032,343 was in breadstuffs, showing what an important part this item plays in that port's enlarged totals. The war of rates on the railroads has of late decreased the breadstuffs exports at New Orleans, and in September they amounted to only \$463,296, against \$1,389,952 last year, but the total for the nine months is still above that of 1880. Boston is another port that has increased its breadstuffs exports during the nine months. Taking all the ports together the breadstuffs exports for the nine months fall almost 32 millions below those of 1880. In the early part of the year, the lower prices (as compared to the same period of 1880) diminished values, and since then high prices have diminished both quantity and values. The following table will show the different items that constitute the breadstuffs exports and the loss in each.

EXPORTS OF BREADSTUFFS DURING SEPTEMBER, AND SINCE JAN. 1.

September.	Quantity.		Value.	
	1881.	1880.	1881.	1880.
Barley.....bush.	6,381	227,234	\$ 3,997	\$ 192,688
Corn.....bush.	4,095,111	8,839,911	2,914,307	4,621,993
Corn-meal.....bbls.	27,561	31,688	94,213	93,280
Oats.....bush.	209,349	40,601	91,312	18,096
Rye.....bush.	9,019	405,358	9,297	334,079
Wheat.....bush.	10,970,393	14,262,655	13,749,542	15,225,690
Wheat-flour.....bbls.	478,235	906,567	3,084,476	3,397,229
Total.....			19,947,144	23,883,055
Since Jan. 1.				
Barley.....bush.	94,459	893,437	50,897	642,021
Corn.....bush.	61,069,421	93,219,309	35,747,536	50,252,363
Corn-meal.....bbls.	325,503	288,958	969,006	839,712
Oats.....bush.	457,127	496,589	202,225	221,149
Rye.....bush.	740,579	1,643,714	792,416	1,452,013
Wheat.....bush.	92,766,138	106,230,858	107,939,345	129,151,734
Wheat-flour.....bbls.	5,492,328	4,539,195	31,743,924	26,645,265
Total.....			177,452,349	209,204,277

As wheat and corn constitute the largest items in the breadstuffs exports, so they bear the largest proportion of the loss under that head. To the total decrease of 32 millions, corn contributed 14½ millions, and wheat 21 millions, part of which, however, was wiped out by the increase in flour, the exports of which were very heavy in the early months of the year, but have of late begun to fall off.

In the exports of provisions and dairy products September shows a decrease in quantity in every item except beef and cheese. The exports of lard, however, though five million pounds less in quantity than in September, 1880, are over \$400,000 larger in value, which forcibly illustrates the higher prices prevailing this year. For the nine months the provisions exports foot up \$102,754,439 this year and \$104,461,952 last year. The relatively small decrease is due to the heavy gains in the first part of the period. Following are the figures.

EXPORTS OF PROVISIONS, &amp;c., IN SEPTEMBER, AND SINCE JAN. 1.

September.	Pounds.		Value.	
	1881.	1880.	1881.	1880.
Beef, fresh and salted.....	10,862,052	10,810,431	\$ 1,005,680	\$ 904,495
Bacon and hams.....	30,330,894	48,312,364	3,052,224	4,095,368
Lard.....	24,679,317	29,765,505	2,911,787	2,497,760
Pork.....	6,456,181	8,053,349	458,467	621,865
Tallow.....	4,194,397	7,819,317	349,241	621,637
Butter.....	1,994,606	5,103,809	379,628	996,715
Cheese.....	12,790,751	12,781,336	1,488,568	1,532,647
Total.....			9,614,995	11,270,287
Since Jan. 1.				
Beef, fresh and salted.....	108,470,514	106,425,628	9,710,741	8,505,257
Bacon and hams.....	481,350,234	604,772,799	42,398,973	43,655,670
Lard.....	231,567,022	300,846,993	24,386,450	23,521,876
Pork.....	70,004,248	63,734,432	5,630,831	4,657,172
Tallow.....	59,323,651	94,823,544	4,073,221	6,733,031
Butter.....	18,652,900	29,507,820	3,556,704	5,734,750
Cheese.....	119,328,508	105,274,145	12,998,516	11,734,196
Total.....			102,754,439	104,461,952

# **COTTON CONSUMPTION AND OVERLAND MOVEMENT TO NOVEMBER 1.**

We present our readers to-day with a detailed statement of the overland movement to November 1, and receipts, exports, spinners' takings, &c., during the same period.

## **OVERLAND MOVEMENT TO NOVEMBER 1, 1881.**

There has been a much freer movement in rail shipments this month, the total for the two months being considerably larger than that for the same months last year. The *gross* figures for the two months reach 200,393 bales, against 148,796 bales during the corresponding period in 1880, a difference in favor of 1881 of 51,597 bales. The *net* movement is also in excess of a year ago, being 125,035 bales, against 92,268 bales last year, or an increase of 32,767 bales. The details for the two months, presented in our usual form, are as follows.

## **OVERLAND FROM SEPTEMBER 1 TO NOVEMBER 1.**

	1881.	1880.
<i>Since September 1, shipped—</i>		
From St. Louis .....	62,158	58,026
Over Illinois Central .....	1791	5,000
Over Cairo & Vincennes .....	31,047	7,586
Over the Mississippi River, above St. Louis .....	20,063	23,968
Over Evansville & Terre Haute .....	1,141	283
Over Jeffersonville Madison & Indianapolis .....	24,478	16,937
Over Ohio & Mississippi Branch .....	9,989	5,670
Over Louisville Cincinnati & Lexington .....	16,720	9,470
Receipts at Cincinnati by Ohio River .....	4,276	2,103
Receipts at Cincinnati by Cincinnati Southern .....	26,407	13,359
Over other routes .....	2,475	106
Shipped to mills, not included above .....	848	788
<b>Total gross overland .....</b>	<b>200,393</b>	<b>148,796</b>
<i>Deduct—</i>		
Receipts overland at New York, Boston, &c. ....	49,994	47,028
Shipments between (or South from) Western interior towns .....	320	401
<i>Shipments inland (not otherwise deducted) from—</i>		
Galveston .....	1,230	401
New Orleans .....		49
Mobile .....	22,561	7,301
Savannah .....		
Charleston .....		
North Carolina ports .....	652	782
Virginia ports .....	581	563
<b>Total to be deducted .....</b>	<b>75,338</b>	<b>56,528</b>
<b>Leaving total net overland* .....</b>	<b>125,035</b>	<b>92,268</b>

\* This total includes shipments to Canada by rail, which are this month 4,167 bales. † Estimated.

## **RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.**

The receipts at the ports show an increased falling off as compared with a year ago, the difference now being 176,890 bales in favor of 1880; but, at the same time, the **stocks** at interior ports show an excess this year over last year of about 42,000 bales. The exports to foreign ports for the two months of this year reach 582,422 bales, against 721,552 bales for the corresponding months of 1880, a decrease, as compared with last year, of 139,130 bales. The receipts and exports during the two months, together with the stocks at the close of the month, are given in the following table

Movem't from Sept. 1, 1881 to Nov. 1, 1881.	Receipts since Sept. 1, 1881.	Exported since Sept. 1, 1881, to—				Stocks Nov. 1.
		Great Britain.*	France.	Continent.	Total.	
Galveston .....	151,416	48,793	2,075	5,417	56,285	75,423
Ind'iana, &c .....	5,430					
New Orleans .....	311,086	100,067	36,416	33,913	170,396	189,868
Mobile .....	69,800	3,660			3,660	25,166
Florida .....	1,493					
Savannah .....	251,324	42,483	4,650	24,398	71,531	92,780
B'ns'n'k, &c .....	3,778					
Charleston .....	178,331	29,046	5,226	20,299	54,571	82,496
Pt. Royal, &c .....	10,392	9,277			9,277	603
Wilmington .....	38,611	8,806		1,424	10,230	14,401
Mor'h'dC, &c .....	3,997					
Norfolk .....	158,793	56,093		5,333	61,426	37,663
City P'nt, &c .....	15,457					
New York .....	7,286	69,534	9,873	19,045	97,452	107,437
Boston .....	28,246	17,297		1	17,298	3,420
Baltimore .....	8,251	14,231		9,472	23,703	14,781
Philadel., &c. ....	6,211	6,543		50	6,593	11,238
<b>Total .....</b>	<b>1,249,906</b>	<b>405,830</b>	<b>58,240</b>	<b>118,352</b>	<b>582,422</b>	<b>655,276</b>
<b>Total 1880 .....</b>	<b>1,426,796</b>	<b>499,137</b>	<b>96,474</b>	<b>125,943</b>	<b>721,552</b>	<b>634,541</b>

\* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and through Southern consumption, since September 1 this year and last year is as follows.

	1881.	1880.
Receipts at the ports to Nov. 1 .....	1,249,906	1,426,796
Net shipments overland during same time .....	125,035	92,268
<b>Total receipts .....</b>	<b>1,374,941</b>	<b>1,519,064</b>
Southern consumption since September 1 .....	45,000	35,000
<b>Total to Nov. 1 .....</b>	<b>1,419,941</b>	<b>1,554,064</b>

The decrease in amount of cotton marketed during the first two crop months of 1881 is thus found to be 134,123 bales. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to Nov. 1, 1881, as above .....	bales. 1,419,941
Stock on hand commencement of year (Sept. 1, 1881) —	
At Northern ports .....	94,911
At Southern ports .....	117,322—212,233
At Providence, &c., Northern interior markets ..	5,910— 218,043
<b>Total supply to November 1, 1881 .....</b>	<b>1,637,994</b>
Of this supply there has been exported	
to foreign ports since September .....	582,422
Less foreign cotton included .....	1,161— 581,258
Sent to Canada direct from West .....	4,167
Burnt North and South .....	313
Stock on hand end of month (Nov. 1, 1881) —	
At Northern ports .....	138,876
At Southern ports .....	518,100—655,276
At Providence, &c., Northern interior markets ..	7,431—1,248,495

<b>Total takings by spinners since September 1, 1881 .....</b>	<b>389,489</b>
Taken by Southern spinners .....	45,000
Taken by Northern spinners since September 1, 1881 .....	344,489
Taken by Northern spinners same time in 1880 .....	291,914

Increase in takings by Northern spinners this year .. bales. 52,575

The above shows that Northern spinners had up to November 1 taken 344,489 bales, an increase over the corresponding period of 1880 of 52,575 bales.

## **AMOUNT OF CROP NOW IN SIGHT.**

In the foregoing we have the number of bales which has already been marketed this year and last year. An additional fact of interest is the total of the crop which was in sight on Nov. 1. We reach that point by adding to the above the stocks remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the two years on Nov. 1 to be as follows.

	1881.	1880.
Total marketed, as above .....	1,419,941	1,554,064
Interior stocks in excess of Sept. 1 .....	190,000	152,000
<b>Total in sight .....</b>	<b>1,609,941</b>	<b>1,706,064</b>

This indicates that the decreased movement up to this date of the present year is 96,123 bales.

## **WEIGHT OF BALES.**

To furnish a more exact measure of the receipts for the month, we give below our usual table of the weight of bales. We give for comparison the figures for the first three months of last season, as we have been unable to procure those for the two months separately.

Two Months Ending Nov. 1, 1881.				Three Mos. End'g Dec. 1, 1880.
Number of Bales.	Weight in Pounds.	Average Weight.		Average Weight.
Texas .....	156,846	79,704,432	508.17	512.45
Louisiana .....	311,086	148,699,108	478.00	500.00
Alabama .....	69,804	34,762,392	498.00	514.00
Georgia .....	256,595	121,754,327	474.50	479.87
South Carolina .....	188,723	88,133,841	467.00	471.00
Virginia .....	174,250	83,465,750	479.00	479.00
North Carolina .....	42,608	19,855,328	466.00	470.00
Tennessee, &c. ....	220,029	104,513,775	475.00	504.00
<b>Total .....</b>	<b>1,419,941</b>	<b>680,588,753</b>	<b>486.56</b>	<b>490.62</b>

\* Including Florida.



It will be noticed that the movement up to November 1 shows an increase in the average weight as compared with October 1, the average on November 1 being 486.56 lbs. per bale, against 482.55 lbs. per bale on October 1.

THE COTTON GOODS TRADE IN OCTOBER.

A moderate amount of new business was done in the early part of the month, but toward the close large jobbers, converters and finishers entered the market and anticipated future events to some extent, by operating more freely in brown and bleached goods. There was a good movement throughout the month in plain and colored cottons on account of back orders. Prices ruled very firm, with an advance of  $\frac{1}{4}$  c. on standard sheetings and  $\frac{1}{4}$  c. on tickings. Print cloths continued active, closing at 4c. for 64x64s and  $3\frac{1}{2}$  c. for 56x60s; large sales of "spot" and "futures" up to March were made. The stock of cotton goods is exceptionally small, and many makes are under the control of orders for some weeks to come. Drills have been sold ahead for export, in some cases as far forward as March.

Oct.	1881.			1880.			1879.		
	Cott'n long mid-ling, stand- ding.	Print- ing, stand- ding.	Sheet- ings, stand- ard.	Cott'n long mid-ling, stand- ding.	Print- ing, stand- ding.	Sheet- ings, stand- ard.	Cott'n long mid-ling, stand- ding.	Print- ing, stand- ding.	Sheet- ings, stand- ard.
1.....	11 $\frac{1}{2}$ $\frac{1}{2}$	4	8 $\frac{1}{2}$	11	4 $\frac{1}{2}$	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
2.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	11	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
3.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	11	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
4.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4 $\frac{1}{2}$	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
5.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
6.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
7.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
8.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
9.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
10.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
11.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
12.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
13.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
14.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
15.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
16.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
17.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
18.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
19.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
20.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
21.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
22.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
23.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
24.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
25.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
26.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
27.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
28.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
29.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
30.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8
31.....	11 $\frac{1}{2}$	4	8 $\frac{1}{2}$	10 $\frac{3}{4}$	4	7 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8

The above prices are—For cotton, low middling upland at New York; for printing cloths, manufacturers' prices; for sheetings, agents' prices, which are subject to an average discount of 5 per cent.

FINANCIAL REVIEW OF OCTOBER.

October was marked by an early stringency in money, but a decided relaxation in the last half of the month. Secretary Windom purchased \$10,000,000 of bonds in his weekly purchases, and also anticipated the payment of bonds embraced in the call for December 24, so far as the same were presented, and the disbursements on these accounts, together with the importation of gold, gave abundant relief to the market for the time being. Mr. Windom resigned as Secretary of the Treasury, and Judge Folger, of New York, was appointed to the position, after ex-Governor E. D. Morgan had been tendered the appointment and declined it.

There was much more activity in securities at the Stock Exchange, both for investment and on speculation. Government bonds met with a large business in the way of changing off one class of bonds for another, and the banks holding the continued sixes as security for circulation were inclined to exchange them for the continued fives, which in the order of calling will not be redeemed until after the sixes are all drawn in.

The stock market was depressed while the money market was tight; and this tendency was assisted by the prevalent idea that Mr. Vanderbilt was a bear on stocks and

inclined to keep up the railroad war of rates. Subsequently, with easier money and the advance in freight rates from Chicago eastward, the market became stronger, and prices gained considerably from the lowest point of the month. The manipulations and rapid mutations in the situation of elevated railroad matters have been recorded in our weekly reports.

Exchange was weak in the early part of the month, but after the middle prices became firmer, and on the scarcity of commercial bills, and possibly with the return of some stocks and bonds from abroad, rates at the close were about  $2\frac{1}{2}$  cents better than at the lowest point.

The following summary shows the condition of the New York Clearing House banks, rate of foreign exchange, and prices of leading securities and articles of merchandise, on or about the 1st of November in 1879, 1880 and 1881:

STATISTICAL SUMMARY ON OR ABOUT NOV. 1, 1879, 1880 AND 1881.

	1881.	1880.	1879.
<b>New York City Banks—</b>			
Loans and discounts.....	\$309,254,500	\$317,890,200	\$271,238,600
Specie.....	61,063,100	66,372,400	29,675,300
Circulation.....	19,948,000	18,646,500	22,600,500
Net deposits.....	288,038,800	302,582,100	234,412,000
Legal tenders.....	15,652,400	13,016,700	28,615,900
Legal reserve.....	72,009,700	75,645,525	58,603,000
Reserve held.....	76,720,500	79,309,100	58,291,200
Surplus.....	4,710,500	3,743,575	Def. 311,500
<b>Money, Exchange, Silver—</b>			
Call loans.....	3@6+1 $\frac{1}{4}$	2 $\frac{1}{2}$ @5	7@7
Prime paper, sixty days.....	4@6 $\frac{1}{2}$	4@4 $\frac{1}{2}$	5 $\frac{1}{2}$ @6
Silver in London, per oz.....	52d.	51 $\frac{1}{2}$ d.	53 $\frac{1}{2}$ d.
Prime sterling bills, 60 days.....	4 81 $\frac{1}{2}$	4 82 $\frac{1}{2}$ @1 82 $\frac{1}{2}$	1 80 $\frac{1}{2}$ @1 81 $\frac{1}{2}$
<b>United States Bonds—</b>			
6s, currency, 1898.....	101@101 $\frac{1}{4}$	131	123
5s, 1881, (continued at 3 $\frac{1}{2}$ ).....	101 $\frac{1}{2}$ @102	110 $\frac{1}{2}$	105 $\frac{1}{2}$
4 $\frac{1}{2}$ s, 1891, coupon.....	113@113 $\frac{1}{4}$	109 $\frac{1}{2}$	102 $\frac{1}{2}$
4s of 1907, coupon.....	116 $\frac{1}{2}$ @116 $\frac{1}{4}$	109 $\frac{1}{2}$	102 $\frac{1}{2}$
<b>Railroad Stocks—</b>			
New York Central & Hud. Riv.	139 $\frac{1}{2}$	137 $\frac{1}{2}$	130 $\frac{1}{2}$
Erie (N. Y. L. E. & W.).....	44 $\frac{1}{2}$	44 $\frac{1}{2}$	40 $\frac{1}{2}$
Lake Shore & Mich. Southern.....	121 $\frac{1}{2}$	116 $\frac{1}{2}$	101 $\frac{1}{2}$
Michigan Central.....	93 $\frac{1}{2}$	109 $\frac{1}{2}$	94 $\frac{1}{2}$
Chicago Rock Island & Pacific.....	135	122	143
Illinois Central.....	130 $\frac{1}{2}$	118	98
Chicago & North western, com.	124 $\frac{1}{2}$	115 $\frac{1}{2}$	90
Chicago Milw. & St. Paul, com.	108	105 $\frac{1}{2}$	74 $\frac{1}{2}$
Delaware Lack. & Western.....	126 $\frac{1}{2}$	99 $\frac{1}{2}$	89
Central of New Jersey.....	95 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$
<b>Merchandise—</b>			
Cotton, Middl'g Uplands.....	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Wool, American XX.....	36@45	38@47	38@45
Iron, Amer. pig, No. 1.....	25 00@26 00	24 50@26 00	28 00@29 00
Wheat, No. 2 red win.....	1 42@1 44 $\frac{1}{2}$	1 16 $\frac{1}{2}$ @1 17	1 41@1 42
Corn, Western mixed.....	65@70 $\frac{1}{2}$	55 $\frac{1}{2}$ @56 $\frac{1}{2}$	58@60
Pork, mess.....	17 75@18 00	15 00	10 50

The statements of the New York City Clearing House banks in each week of October were as follows:

NEW YORK CITY BANK MOVEMENTS IN OCTOBER.

New York City Bank Statements.	Oct. 1.	Oct. 8.	Oct. 15.	Oct. 22.	Oct. 29.
Loans and disc'ts.....	\$330,497,400	\$388,128,000	\$318,348,000	\$311,310,500	\$309,254,500
Specie.....	59,043,300	59,584,400	51,807,200	54,359,400	61,063,100
Circulation.....	19,850,100	19,867,100	19,846,100	19,919,000	19,948,000
Net deposits.....	\$308,518,100	299,897,900	300,018,300	281,043,300	288,038,800
Legal tenders.....	14,730,300	14,856,800	15,174,500	15,208,700	15,652,400
Legal reserve.....	\$77,132,528	\$74,724,475	\$73,504,573	\$71,660,825	\$72,009,700
Reserve held.....	74,372,500	71,301,200	69,981,700	70,568,100	76,720,500
Surplus.....	\$2,756,625	\$3,333,275	\$2,524,875	\$1,907,275	\$4,710,500
Range of call loans.....	5@8+1-16	5@8+1 $\frac{1}{4}$	4@8+1-16	3@8	4@8
Prime paper.....	5@4 $\frac{1}{2}$	6@5 $\frac{1}{2}$	6@5 $\frac{1}{2}$	6@5 $\frac{1}{2}$	6@5 $\frac{1}{2}$

\* Deficit.

The total transactions at the Stock Exchange, compared with previous months, were as follows:

	July.	Aug.	Sept.	Oct.
U.S. Govern't bonds.....	\$2,444,000	\$1,696,150	\$1,673,750	\$2,967,600
State bonds.....	2,385,500	1,248,500	2,264,500	3,080,500
Railroad bonds.....	19,064,300	13,412,300	13,143,400	21,507,600
Bank stocks.....shares	270	345	531	673
Railroads, &c., ".....	8,611,522	6,869,750	6,854,688	9,606,997

CLOSING PRICES OF GOVERNMENT SECURITIES IN OCTOBER, 1881.

Oct.	6s, con- tin'd at 3 $\frac{1}{2}$	5s, con- tin'd at 3 $\frac{1}{2}$	4 $\frac{1}{2}$ s, 1891, coup.	4s, 1907, coup.	6s, cur., 1898, reg.	Oct.	6s, con- tin'd at 3 $\frac{1}{2}$	5s, con- tin'd at 3 $\frac{1}{2}$	4 $\frac{1}{2}$ s, 1891, coup.	4s, 1907, coup.	6s, cur., 1898, reg.
1.....	x00 $\frac{1}{2}$	x16 $\frac{3}{4}$	.....	.....	.....	19.....	100 $\frac{1}{2}$	100 $\frac{1}{2}$	.....	.....	.....
2.....	.....	.....	.....	.....	.....	20.....	100 $\frac{1}{2}$	100 $\frac{1}{2}$	.....	115 $\frac{1}{2}$	.....
3.....	100 $\frac{1}{2}$	116 $\frac{3}{4}$	.....	.....	.....	21.....	101 $\frac{1}{2}$	113	116	.....	.....
4.....	100 $\frac{1}{2}$	115 $\frac{3}{4}$	.....	.....	.....	22.....	100 $\frac{1}{2}$	101 $\frac{1}{2}$	116	.....	.....
5.....	100	115 $\frac{3}{4}$	.....	.....	.....	23.....	.....	.....	.....	.....	.....
6.....	100 $\frac{1}{2}$	99 $\frac{3}{4}$	.....	.....	.....	24.....	101	101 $\frac{1}{2}$	.....	116 $\frac{1}{2}$	.....
7.....	100 $\frac{1}{2}$	100	.....	.....	.....	25.....	101 $\frac{1}{2}$	101 $\frac{1}{2}$	.....	.....	.....
8.....	100	.....	116	.....	.....	26.....	.....	101 $\frac{1}{2}$	.....	.....	.....
9.....	.....	.....	.....	116	.....	27.....	.....	101 $\frac{1}{2}$	.....	.....	.....
10.....	99 $\frac{3}{4}$	.....	116	.....	.....	28.....	101	102	.....	.....	.....
11.....	99 $\frac{3}{4}$	.....	115 $\frac{3}{4}$	.....	.....	29.....	.....	102	.....	116	.....
12.....	99 $\frac{3}{4}$	.....	.....	.....	.....	30.....	.....	.....	.....	.....	.....
13.....	99 $\frac{3}{4}$	.....	113 $\frac{1}{2}$	.....	.....	31.....	.....	102 $\frac{1}{2}$	.....	.....	.....
14.....	100 $\frac{1}{2}$	100	.....	.....	.....	Open	100 $\frac{1}{2}$	x00 $\frac{1}{2}$	113	x16 $\frac{3}{4}$	.....
15.....	.....	.....	116	.....	.....	High	101 $\frac{1}{2}$	102 $\frac{1}{2}$	113	116 $\frac{1}{2}$	.....
16.....	.....	.....	.....	.....	.....	Low	100 $\frac{1}{2}$	99 $\frac{3}{4}$	113	115 $\frac{1}{2}$	.....
17.....	100 $\frac{1}{2}$	.....	.....	.....	.....	Clos.	101	102 $\frac{1}{2}$	113	116	.....

## CLOSING PRICES OF CONSOLS AND U.S. SECURITIES AT LONDON IN OCT.

Oct.	Consols for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.	Oct.	Consols for money.	5s ext. at 3 1/2.	4 1/2s of 1891.	4s of 1907.
1	99 1/16	104 1/4	116 3/4	120	20	99 1/16	103 1/2	116 3/4	119 3/4
2	99 1/16	104 1/4	116 3/4	120	21	99 1/16	103 1/2	116 3/4	119 3/4
3	99 1/16	104 1/4	116 3/4	120	22	99 1/16	103 1/2	116 3/4	119 3/4
4	99 1/16	104 1/4	116 3/4	120	23	99 1/16	103 1/2	116 3/4	119 3/4
5	99 1/16	104 1/4	116 3/4	120	24	99 1/16	103 1/2	116 3/4	119 3/4
6	99 1/16	104 1/4	116 3/4	120	25	99 1/16	103 1/2	116 3/4	119 3/4
7	99 1/16	104 1/4	116 3/4	120	26	99 1/16	103 1/2	116 3/4	119 3/4
8	99 1/16	104 1/4	116 3/4	120	27	99 1/16	103 1/2	116 3/4	119 3/4
9	99 1/16	104 1/4	116 3/4	120	28	99 1/16	103 1/2	116 3/4	119 3/4
10	99 1/16	104 1/4	116 3/4	120	29	99 1/16	103 1/2	116 3/4	119 3/4
11	99 1/16	104 1/4	116 3/4	120	30	99 1/16	103 1/2	116 3/4	119 3/4
12	99 1/16	104 1/4	116 3/4	120	31	99 1/16	103 1/2	116 3/4	119 3/4
13	99 1/16	104 1/4	116 3/4	120	Opening	99 1/16	103 1/2	116 3/4	120
14	99 1/16	104 1/4	116 3/4	120	Highest	99 1/16	103 1/2	116 3/4	120
15	99 1/16	104 1/4	116 3/4	120	Lowest	99 1/16	103 1/2	116 3/4	120
16	99 1/16	104 1/4	116 3/4	120	Closing	99 1/16	103 1/2	116 3/4	120
17	99 1/16	104 1/4	116 3/4	120	8 o'clock Jan. 1	99 1/16	103 1/2	116 3/4	120
18	99 1/16	104 1/4	116 3/4	120	Highest	99 1/16	103 1/2	116 3/4	120
19	99 1/16	104 1/4	116 3/4	120	Lowest	99 1/16	103 1/2	116 3/4	120

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the New York Stock Exchange during the months of September and October:

## RANGE OF STOCKS IN SEPTEMBER AND OCTOBER.

RAILROADS	September				October			
	Aug. 31.	Low.	High.	Sept. 30.	Low.	High.	Oct. 31.	
Albany & Susquehanna	112 1/2	128	135	135	126 1/2	130	137 1/2	
Bost. & N.Y. Air Line	64	67	65	60	66 1/2	68 1/2	68 1/2	
Burl. Ced. Rap. & No.	75	78	81	75	79	80 1/2	80 1/2	
Canada Southern	63 1/2	63	67 1/2	64	55 1/2	65 1/2	63 1/2	
Cedar Falls & Minn.	25 1/2	25	27	20	26	26	26	
Central Iowa	38	38	38	37 1/2	37 1/2	37 1/2	37 1/2	
Central of N. Jersey	93 1/2	91 1/2	95 1/2	95 1/2	97 1/2	97 1/2	97 1/2	
Central Pacific	89 1/2	86 1/2	92 1/2	90 1/2	96 1/2	96 1/2	96 1/2	
Ches. & Ohio	27	27	30 1/2	29 1/2	29	29	29	
Do	39	39	43	41	38	41 1/2	41 1/2	
Do	29	28 1/2	32	31 1/2	29	31 1/2	30 1/2	
Chicago & Alton	129 1/2	128	132 1/2	131	127	130 1/2	130	
Do	152	147 1/2	156	160	136	160	157 1/2	
Chic. Burl. & Quincy	114 1/2	111 1/2	122 1/2	111 1/2	106	112 1/2	108	
Chic. Mil. & St. Paul	130	124 1/2	133 1/2	125 1/2	116 1/2	124 1/2	124 1/2	
Chic. & Northwest	124 1/2	122 1/2	140	137 1/2	131 1/2	136 1/2	135	
Chic. & Rock Island	134 1/2	132 1/2	139 1/2	137 1/2	131 1/2	135 1/2	135 1/2	
Chic. St. L. & N. Ori's	75	77	77	78 1/2	80	78 1/2	78 1/2	
Chic. St. P. Minn. & O.	39 1/2	38 1/2	45 1/2	43 1/2	38 1/2	43 1/2	41 1/2	
Do	102 1/2	101	108 1/2	105 1/2	100	105 1/2	102 1/2	
Cin. San. & Clev.	47 1/2	51	51	45 1/2	55	55	55	
Clev. Col. Cin. & Ind.	86 1/2	84 1/2	99 1/2	98	89 1/2	98 1/2	91	
Clev. & Pittsb. guar.	134 1/2	133	135	135 1/2	140	139 1/2	140	
Col. Chic. & Ind. Cent.	21 1/2	20 1/2	22 1/2	21 1/2	19	22 1/2	21 1/2	
Del. Lack. & West'n	124 1/2	123	129 1/2	127 1/2	120 1/2	128 1/2	126 1/2	
Denver & R. Grande	87 1/2	84 1/2	92 1/2	86 1/2	78 1/2	86 1/2	82 1/2	
Dubuque & Sioux C.	86	86	88	80	83	80	80	
East Tenn. Va. & Ga.	13	13	17 1/2	15 1/2	13 1/2	15 1/2	14 1/2	
Do	32	27	32 1/2	29 1/2	25	29 1/2	26	
Georgia RR. & Bk Co	94 1/2	94 1/2	350	165	165	165	165	
Hannibal & St. Jo.	94 1/2	94 1/2	121	116 1/2	95	106	96 1/2	
Do	113 1/2	215	215	210	210	210	210	
Harlem	92	90	95 1/2	91	82	93	93	
Houst. & Tex. Cent.	127 1/2	126 1/2	135 1/2	131	128 1/2	131 1/2	131	
Illinois Centra.	43 1/2	41 1/2	48 1/2	41	46	44	44	
Indiana Bl. & W. new	19 1/2	20	20	19 1/2	20	20	20	
Keok. & Des Moines	50	50	52	50	50	50	50	
Lake Erie & West.	53 1/2	48 1/2	56 1/2	48 1/2	41 1/2	49 1/2	46 1/2	
Lake Shore	123 1/2	122 1/2	127 1/2	125 1/2	117 1/2	125 1/2	121	
Long Island	47	53	53	53	53	53	53	
Louisiana & Mo. Riv.	96 1/2	92 1/2	99	96 1/2	90 1/2	96 1/2	94 1/2	
Louisville & Nashv.	85	75	75	50	75	53	53	
Louisv. N. A. & Chic.	20 1/2	19 1/2	25	20 1/2	17 1/2	24 1/2	24 1/2	
Manhattan	27 1/2	30	30	18	26 1/2	24 1/2	24 1/2	
Mar'tta & Cin. 1st pf.	11 1/2	20	20	16	21	20	20	
Do	8	13 1/2	13 1/2	9	12	12	12	
Memphis & Chas'ton	75	80	79	72	78	74	74	
Metropolitan Elev.	80	75	83 1/2	83 1/2	86 1/2	86 1/2	86 1/2	
Michigan Central	93 1/2	91 1/2	98 1/2	92 1/2	86	96	93 1/2	
Mil. L. Sh. & W. ref.	46	44	54 1/2	51 1/2	46 1/2	52	51	
Mo. Kans. & Texas	40 1/2	39 1/2	44	41 1/2	36 1/2	42 1/2	40 1/2	
Missouri Pacific	103 1/2	101 1/2	108 1/2	105 1/2	102	106 1/2	105 1/2	
Mobile & Ohio	34	32 1/2	38 1/2	36 1/2	34	39	37 1/2	
Morris & Essex	123	123 1/2	123 1/2	122 1/2	126	126	126	
Nashv. Chatt. & St. L.	72	84 1/2	91 1/2	85	79	85 1/2	85	
N. Y. Cent. & Hud. R.	142	141 1/2	145 1/2	142 1/2	135 1/2	142 1/2	139 1/2	
New York Elevated	95 1/2	97	111	110 1/2	107	119	110 1/2	
N. Y. Lake Erie & W.	42 1/2	42	46 1/2	44 1/2	41 1/2	45 1/2	44 1/2	
Do	82	91	91	84 1/2	88 1/2	88 1/2	88 1/2	
N. Y. N. H. & Hart'rd	181 1/2	186	186	170	181	170	170	
N. Y. Ontario & W.	30	29	34 1/2	32 1/2	30	34 1/2	32 1/2	
Do	88	88	88	88	88	88	88	
Norfolk & Western	24 1/2	26	26	25	25	25	25	
Do	55 1/2	53	60	58	53	58 1/2	54 1/2	
Northern Pacific	49 1/2	48 1/2	51 1/2	49 1/2	48 1/2	50 1/2	49 1/2	
Do	80 1/2	73 1/2	82 1/2	79	76 1/2	80 1/2	79 1/2	
Ohio Central	26 1/2	25	28 1/2	28	25	28 1/2	27	
Ohio & Mississippi	37 1/2	36 1/2	40	44 1/2	39	46 1/2	41	
Do	106 1/2	113	106 1/2	106	110 1/2	110 1/2	110 1/2	
Ohio Southern	23	23	28	23 1/2	18	25	25	
Panama Tr. Co. etfs.	30	34 1/2	43 1/2	41 1/2	36 1/2	42 1/2	40 1/2	
Phila. & Reading	61 1/2	59	73	71 1/2	62	74 1/2	67 1/2	
Pittsb. Ft. W. & C. guar.	139	138	141	138	138	138	137	
Rensselaer & Saratoga	142	140	140	140	140	140	140	
Rich. & A. St. L. tr. et.	46	41 1/2	49 1/2	46	35	43 1/2	39 1/2	
Richmond & Danville	30	29	33	31	28	29	29	
Rome Wat. & Ogdens	40	40	40	40	40	40	40	
St. L. Alton & T. H.	90	96	96	90	97	97	97	
Do	71 1/2	70	75 1/2	74 1/2	66	74 1/2	69 1/2	
St. L. & S. Francisco	105	108 1/2	107	104	108 1/2	108 1/2	108 1/2	
Do	28	35	35	28	35	35	35	
St. Paul & Duluth	80	88	88	79 1/2	79 1/2	79 1/2	79 1/2	
Do	80	88	88	79 1/2	79 1/2	79 1/2	79 1/2	

\* Prices bid. † Prices asked. ‡ Ex privilege. § Ex dividend.

RAILROADS.	September.				October.			
	Aug. 31.	Low.	High.	Sept. 30.	Low.	High.	Oct. 31.	
St. Paul Minn. & Man	101	101½	104	103	102	107½	107½	
Second Av. (N.Y. City)	53	51½	54½	52	45½	54½	53	
Texas & Pacific	27½	25	27½	25	26	25	22½	
Tol. Delphos & Bur.	121½	119	124½	119½	116½	122	120½	
Union Pacific	190½	190½	190½	185	185	185	185	
United Co's of N. J.	47½	46½	53½	50½	46½	50½	44½	
Wab. St. L. & Pacific	84½	83½	94½	91	86½	91½	88½	
Do	pref.	84½	83½	94½	91	86½	91½	
TELEGRAPH.								
American District	48	48	56½	49	56	56	56	
West Union, ex. cts.	87½	85½	92½	85½	82½	83½	86½	
EXPRESS.								
Adams	138	137	138½	137	137½	158	145	
American	86½	86	91	91	90	97½	96½	
United States	68	67½	70½	69	70	77	76	
Wells, Fargo & Co.	128	129½	136	132	129½	137	134½	
COAL AND MINING.								
Cameroon Coal	40	39½	42	39½	39½	38½	38½	
Caribou Consol. Min.	2	1½	2½	2	2½	2½	2½	
Cent. Arizona	2	1½	2½	2	2½	2½	2½	
Colorado Coal & Iron	51½	49	57½	47½	52½	51	51	
Consolidation Coal	35	35	35	35	35	34	34	
Deadwood Mining	7½	5½	7	6	7	6½	6½	
Excelsior Mining	1½	1½	1½	1½	1½	1½	1½	
Homestake Mining	19	19	19	17	18½	17	17	
Little Pittsb'g Min.	2½	2½	2½	2½	2½	2½	2½	
Mariposa L'd & Min.	2½	2½	2½	4	5	4	4	
Do	pref.	2½	2½	4	5	4	4	
Maryland Coal	24	27	25	19	23	22	22	
New Central Coal	26	27	25	23	26	26	26	
Ontario Silver Min'g.	35½	36½	37	36½	36	36	36	
Pennsylvania Coal	240	240	245	240	240	240	240	
Queksilver Mining	15½	12½	14½	12	12½	14	14	
Do	pref.	15½	12½	14½	12	12½	14	
Robinson Mining	137	137	137	137	137	137	137	
Spring Mount'n Coal	21	21	22½	21	22½	22½	22½	
Standard Cons. Min'g	21	21	22½	21	22½	22½	22½	
Stormont Mining	21	21	22½	21	22½	22½	22½	
VARIOUS.								
Del. & Hud. Canal	107½	107½	108½	106½	110½	109½	109½	
N. Y. & Texas Land	150	150	150	142	142	142	142	
Oreg'n R'y & Nav. Co.	159	155	169	153½	167	163	163	
Pacific Mail	48½	48	52½	51	47½	51	49	
Pullman Palace Car.	140	130	145	130	127½	133½	133	
Sutro Tunnel	1½	1½	1½	1½	1½	1½	1½	



## RECAPITULATION.

	Amount Outstanding.	Interest.
<b>Interest-bearing debt—</b>		
Bonds at 6 per cent, continued at 3½	\$161,876,050	
Bonds at 5 per cent, continued at 3½	401,504,900	
Bonds at 4½ per cent.	250,000,000	
Bonds at 4 per cent.	738,749,750	
Refunding certificates.	598,050	
Navy pension fund.	14,000,000	
<b>Total interest-bearing debt.</b>	<b>\$1,566,728,750</b>	<b>\$11,499,372</b>
<b>Debt on which int. has ceased since maturity</b>	<b>13,746,305</b>	<b>833,955</b>
<b>Debt bearing no interest—</b>		
Old demand and legal-tender notes.	346,741,056	
Certificates of deposit.	8,310,000	
Gold and silver certificates.	71,535,590	
Fractional currency.	7,093,151	
<b>Total debt bearing no interest.</b>	<b>\$433,679,797</b>	
<b>Unclaimed Pacific Railroad interest.</b>		<b>7,256</b>
<b>Total.</b>	<b>\$2,014,154,853</b>	<b>\$12,340,584</b>
<b>Total debt, principal and interest, to date.</b>	<b>\$2,026,495,438</b>	
<b>Total cash in Treasury.</b>	<b>240,960,971</b>	
<b>Debt, less cash in Treasury, Nov. 1, 1881.</b>	<b>\$1,785,534,466</b>	
<b>Debt, less cash in Treasury, Oct. 1, 1881.</b>	<b>1,798,855,925</b>	
<b>Decrease of debt during the past month.</b>	<b>\$13,321,458</b>	
<b>Decrease of debt since June 30, 1881.</b>	<b>55,064,345</b>	
<b>CURRENT LIABILITIES—</b>		
Interest due and unpaid.	\$2,011,671	
Debt on which interest has ceased.	13,746,305	
Interest thereon.	833,955	
Gold and silver certificates.	71,535,590	
U. S. notes held for redemption of certificates of deposit.	8,310,000	
Cash balance available Nov. 1, 1881.	144,493,448	
<b>Total.</b>	<b>\$240,960,971</b>	
<b>AVAILABLE ASSETS—</b>		
Cash in the Treasury.	\$240,960,971	

## BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

## INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$20,346,340	\$3,580,189	\$16,117,879
Kansas Pacific ..	6,303,000	5,372,973	2,624,792	2,748,180
Union Pacific ..	27,236,512	21,689,468	8,211,367	13,478,101
Central Br. U. P.	1,600,000	1,357,808	101,247	1,249,634
Western Pacific ..	1,970,560	1,431,781	9,367	1,422,414
Sioux City & Pac.	1,628,320	1,268,899	135,977	1,132,921
<b>Total.</b>	<b>\$64,623,512</b>	<b>\$51,467,272</b>	<b>\$14,662,941</b>	<b>\$36,149,132</b>

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

## IMPORTS AND EXPORTS FOR SEPTEMBER, AND FOR THE NINE AND TWELVE MONTHS ENDED SEPTEMBER 30, 1881.

[Prepared by the Bureau of Statistics.]

Below is given the third monthly statement for the fiscal year 1881-82 of the imports and exports of the United States. The excess of exports of merchandise was as follows:

Month ended September 30, 1881.	\$6,769,250
Month ended September 30, 1880.	17,997,246
Nine months ended September 30, 1881.	121,193,289
Nine months ended September 30, 1880.	73,798,920
Twelve months ended September 30, 1881.	240,270,615
Twelve months ended September 30, 1880.	163,857,613

The excess of imports of gold and silver coin and bullion was as follows:

Month ended September 30, 1881.	\$10,200,865
Month ended September 30, 1880.	19,104,049
Nine months ended September 30, 1881.	\$37,630,406
Nine months ended September 30, 1880.	29,538,965
Twelve months ended September 30, 1881.	77,321,563
Twelve months ended September 30, 1880.	71,432,993

The total values of imports and of domestic and foreign exports for the month of Sept., 1881, and for the nine and twelve months ended Sept. 30, 1881 and 1880, respectively, are presented in the following tables:

[Corrected to October 26, 1881.]

## MERCHANDISE.

	For the month of Sept.	For the 9 mos ended Sept. 30.	For the 12 mos ended Sept. 30.
<b>1881.—Exports—Domestic</b>	<b>\$61,245,111</b>	<b>\$604,060,795</b>	<b>\$867,050,673</b>
Foreign	1,183,165	14,256,389	18,852,099
<b>Total.</b>	<b>\$62,428,276</b>	<b>\$618,317,184</b>	<b>\$885,902,772</b>
<b>Imports</b>	<b>\$5,659,026</b>	<b>497,123,895</b>	<b>645,632,157</b>
<b>Excess of exports over imports</b>	<b>\$56,769,250</b>	<b>\$121,193,289</b>	<b>\$240,270,615</b>
<b>Excess of imports over exports</b>			
<b>1880.—Exports—Domestic</b>	<b>\$70,192,292</b>	<b>\$612,574,197</b>	<b>\$857,719,041</b>
Foreign	1,032,505	9,523,637	12,296,860
<b>Total.</b>	<b>\$71,225,597</b>	<b>\$622,097,834</b>	<b>\$870,015,901</b>
<b>Imports</b>	<b>53,228,651</b>	<b>548,298,914</b>	<b>706,158,288</b>
<b>Excess of exports over imports</b>	<b>\$17,997,246</b>	<b>\$73,798,920</b>	<b>\$163,857,613</b>
<b>Excess of imports over exports</b>			

## GOLD AND SILVER—COIN AND BULLION.

	For the month of Sept.	For the 9 months ended Sept. 30.	For the 12 months ended Sept. 30.
<b>1881.—Exports—Dom.—Gold.</b>	<b>\$122,616</b>	<b>\$1,475,720</b>	<b>\$1,597,159</b>
do Silver.	680,100	10,552,602	14,361,091
Foreign—Gold	25,550	745,674	773,439
do Silver.	363,237	2,667,441	4,883,131
<b>Total.</b>	<b>\$1,193,503</b>	<b>\$15,441,437</b>	<b>\$21,514,826</b>
<b>Imports—Gold</b>	<b>\$10,672,294</b>	<b>\$46,327,408</b>	<b>\$88,644,883</b>
Silver.	722,074	6,744,435	10,191,500
<b>Total.</b>	<b>\$11,394,368</b>	<b>\$53,071,843</b>	<b>\$98,836,383</b>
<b>Excess of imports over exports</b>	<b>\$10,200,865</b>	<b>\$37,630,406</b>	<b>\$77,321,563</b>
<b>Excess of exports over imports</b>			
<b>1880.—Exports—Dom.—Gold.</b>	<b>\$58,793</b>	<b>\$607,091</b>	<b>\$1,128,970</b>
do Silver.	198,014	3,478,883	6,029,829
Foreign—Gold	22,121	1,906,164	1,910,878
do Silver.	286,916	3,980,800	5,685,976
<b>Total.</b>	<b>\$565,844</b>	<b>\$9,752,518</b>	<b>\$14,755,653</b>
<b>Imports—Gold</b>	<b>\$18,846,998</b>	<b>\$31,327,223</b>	<b>\$74,492,338</b>
Silver.	822,895	8,183,960	11,696,208
<b>Total.</b>	<b>\$19,669,893</b>	<b>\$39,511,183</b>	<b>\$86,188,546</b>
<b>Excess of exports over imports</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
<b>Excess of imports over exports</b>	<b>19,104,049</b>	<b>29,538,965</b>	<b>71,432,893</b>

## TOTAL MERCHANDISE, COIN AND BULLION.

<b>1881.—Exports—Domestic</b>	<b>\$62,047,927</b>	<b>\$616,089,117</b>	<b>\$883,408,923</b>
Foreign	1,573,952	17,669,504	24,008,669
<b>Total.</b>	<b>\$63,621,779</b>	<b>\$633,758,621</b>	<b>\$907,417,592</b>
<b>Imports</b>	<b>\$7,053,394</b>	<b>\$50,195,738</b>	<b>\$74,467,540</b>
<b>Excess of exports over imports</b>	<b>\$56,568,385</b>	<b>\$583,562,883</b>	<b>\$832,949,052</b>
<b>Excess of imports over exports</b>	<b>3,431,615</b>		
<b>1880.—Exports—Domestic</b>	<b>\$70,449,799</b>	<b>\$616,660,171</b>	<b>\$864,877,840</b>
Foreign	1,341,942	15,410,181	19,893,714
<b>Total.</b>	<b>\$71,791,741</b>	<b>\$632,070,352</b>	<b>\$884,771,554</b>
<b>Imports</b>	<b>\$72,898,544</b>	<b>\$587,810,097</b>	<b>\$92,344,834</b>
<b>Excess of exports over imports</b>	<b>\$</b>	<b>\$44,260,255</b>	<b>\$92,426,720</b>
<b>Excess of imports over exports</b>	<b>1,106,803</b>		

The following is a statement showing, by principal customs districts, the values of merchandise imported into and exported from the United States during the month of September, 1881:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.
Baltimore, Md.	\$1,422,156	\$3,909,337	\$420
Beaufort, S. C.	19,383	300,855	
Boston, &c., Mass.	4,933,592	4,944,718	101,299
Brazos, &c., Texas.	62,095	99,359	74,355
Brunswick, Ga.	83	45,971	
Buffalo Creek, N. Y.	314,409	38,497	10
Cape Vincent, N. Y.	40,285	12,313	
Champlain, N. Y.	320,622	287,374	1,648
Charleston, S. C.	31,270	627,495	
Chicago, Ill.	140,454	491,383	194
Corpus Christi, Texas.	75,453	113,691	6,146
Cuyahoga, Ohio.	86,068	225,402	
Detroit, Mich.	174,887	82,233	5,399
Duluth, Minn.	7,043	72,026	
Galveston, Texas.	193,888	1,150,028	
Genesee, N. Y.	50,414	59,016	20
Huron, Mich.	346,674	925,090	5,050
Key West, Florida.	22,071	70,647	
Miami, Ohio.	2,020	139,800	
Milwaukee, Wis.	12,759	62,500	
Minnesota, Minn.	255,467	160,840	
New Orleans, La.	717,598	2,287,602	24,123
New York, N. Y.	38,172,024	32,564,717	902,198
Niagara, N. Y.	296,376	9,465	
Norfolk, &c., Va.	14,969	990,721	
Oregon, Oregon.	230	443,483	
Oswegatchie, N. Y.	157,682	45,031	
Oswego, N. Y.	676,289	160,234	
Passamaquoddy, Me.	71,397	34,626	
Pensacola, Fla.	88,859	56,240	
Philadelphia, Pa.	2,308,859	3,266,379	301
Piquette, &c., Me.	66,606	19,041	4,774
Puget Sound, W. T.	7,450	52,106	
Richmond, Va.	7,333	157,867	
San Diego, Cal.	89,375	80,485	201
San Francisco, Cal.	3,695,296	4,205,432	56,129
Savannah, Ga.	87,263	2,049,903	
Vermont, Vt.	472,743	117,463	
Willamette, Oregon.	39,842	375,251	16
Wilmington, N. C.	4,566	223,114	
All other customs districts.	262,033	283,176	872
<b>Totals</b>	<b>\$55,659,026</b>	<b>\$61,245,111</b>	<b>\$1,183,165</b>

## UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, for October, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

## LIABILITIES, NOVEMBER 1, 1881.

Post-office Department account.	\$5,201,494 35
Disbursing officers' balances.	23,023,874 05
Fund for redemption of notes of national banks "failed,"	
" in liquidation," and "reducing circulation"	\$30,311,222 60
Undistributed assets of failed national banks.	399,886 38
Five per cent fund for redemption of nat'l bank notes.	15,366,915 35
Fund for redemption of national bank gold notes.	461,532 00
Currency and minor-coin redemption account.	4,327 72
Fractional silver-coin redemption account.	88,890 60
Interest account, Pacific Railroad and L. & P. Canal Co	253,698 69
Treasurer's transfer checks and drafts outstanding.	6,393,720 99
<b>Treasurer's general account—</b>	
Interest due and unpaid.	\$5,138,582 43
Matured bonds and interest.	2,544,255 00
Called bonds and interest.	11,241,826 69
Old debt.	794,179 50
Gold certificates.	5,207,920 00

Silver certificates.....	\$66,327,670 00
Certificates of deposit.....	8,310,000 00
Balance, including bullion fund.....	142,096,811 77
<b>Total Treasurer's general account</b>	<b>\$241,661,245 39</b>
Less unavailable funds.....	700,274 17
	<b>\$240,960,971 22</b>
<b>ASSETS, NOVEMBER 1, 1881.</b>	
Gold coin.....	\$76,036,377 10
Gold bullion.....	96,953,452 07
Standard silver dollars.....	66,576,378 00
Fractional silver coin.....	25,984,687 76
Silver bullion.....	3,424,575 15
Gold certificates.....	3,700 00
Silver certificates.....	7,438,900 00
United States notes.....	26,251,768 66
National bank notes.....	4,685,107 02
National bank gold notes.....	54,380 00
Fractional currency.....	28,514 64
Deposits held by national bank depositaries.....	13,209,524 18
Nickel and minor coin.....	487,768 32
New York and San Francisco exchange.....	928,000 00
One and two-year notes, &c.....	45 50
Redeemed certificates of deposit, June 8, 1872.....	35,000 00
Quarterly interest checks and coin coupons paid.....	371,877 32
Registered and unclaimed interest paid.....	.....
United States bonds and interest.....	.....
Interest on District of Columbia bonds.....	1,012 98
Speaker's certificates.....	122,394 25
Pacific Railroad interest paid.....	60 00
	<b>\$322,673,582 95</b>

## Monetary Commercial English News

### RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Oct. 22.				EXCHANGE ON LONDON.			
On—	Time.	Rate.		Latest Date.	Time.	Rate.	
Amsterdam.	Short.	12 3/4	@ 12 1/4	Oct. 22	Short.	12 1/5	
Amsterdam.	3 mos.	12 5/8	@ 12 5/4	Oct. 22	Short.	12 1/5	
Antwerp.	"	25 70	@ 25 75	Oct. 22	Short.	25 42	
Hamburg.	"	20 74	@ 20 78	Oct. 22	"	20 47	
Berlin.	"	20 74	@ 20 78	Oct. 22	"	20 47	
Frankfort.	"	20 74	@ 20 78	Oct. 22	"	20 47	
Copenhagen.	"	18 45	@ 18 48	Oct. 22	"	20 47	
St. Petersburg.	"	25 1/2	@ 25	Oct. 22	Short.	25 29 1/2	
Paris.	Short.	25 37 1/2	@ 25 47 1/2	Oct. 22	Short.	25 34	
Paris.	3 mos.	25 67 1/2	@ 25 72 1/2	Oct. 22	3 mos.	25 34	
Vienna.	"	11 87 1/2	@ 12 02 1/2	Oct. 22	Short.	118 30	
Madrid.	"	47 1/2	@ 47	Oct. 22	Short.	47 1/2	
Cadix.	"	47 1/2	@ 47 1/2	Oct. 22	Short.	47 1/2	
Bilbao.	"	47 1/2	@ 47 1/2	Oct. 22	Short.	47 1/2	
Genoa.	"	25 95	@ 26 55	Oct. 22	3 mos.	24 1/5	
Lisbon.	"	51 1/2	@ 51 1/4	Oct. 22	3 mos.	95 1/4	
Alexandria.	"	.....	.....	Oct. 19	3 mos.	4 79 1/4	
New York.	"	.....	.....	Oct. 22	Short.	18 8 1/2	
Bombay.	30 days	18 7 1/2	@ 16 d.	Oct. 22	4 mos.	18 8 1/2	
Calcutta.	"	18 7 1/2	@ 16 d.	Oct. 22	"	38 9 1/2	
Hong Kong.	"	.....	.....	Oct. 22	"	58 1/2	
Shanghai.	"	.....	.....	Oct. 22	"	58 1/2	

[From our own correspondent.]

LONDON, Saturday, Oct. 22, 1881.

The directors of the Bank of France have at length advanced their rate of discount to five per cent, and the Continental money markets generally present a firm appearance. On the other hand, owing to the very moderate supply of mercantile bills and to the improvement in the American exchange on London, the value of money in this market has been declining, and, although the official rate remains at 5 per cent, bills have been taken in the open market as low as 4 per cent. Our position, as far as the value of money is concerned, has again become one of some uncertainty. The improvement in the American exchange is sufficient to prevent any renewal of the demand for gold for export to New York, but any return of the supplies which have recently been taken away from us, or a portion of them, is by no means expected. The rise in the value of money on the Continent and the downward movement in London have materially altered the position of affairs. During the past ten days moderate supplies of gold have been received from Continental sources, and these had some influence in cheapening the value of money, but this week the Continental exchanges have declined, and the receipt of further supplies is doubtful. Evidently, however, there is no reason for believing now in any increase in the official rate of discount. There is already a disparity of quite one per cent between the Bank and open market rates, and except as a matter of urgency the directors of the Bank of England are by no means likely to make a change. The position of affairs on the Paris Bourse is far from satisfactory, speculative activity having assumed dangerous proportions. A good many failures are expected to take place, and they may be productive of some little disturbance, but the effect cannot be in any way permanent. In fact, if these failures must take place the sooner the collapse occurs the better, as a very unhealthy condition of things has been known to exist for some time past and an unfavorable effect has been produced. The general business either of this country or of France cannot be much affected, if at all, while the breaking up of speculative cliques will be a gain.

This week's Bank return shows more favorable results, and

the statement is quite as good as had been expected. The proportion of reserve to liabilities has increased from 30·02 per cent to 35·61 per cent, and a good effect has been produced. There is an increase of £188,035 in the supply of bullion, which is rather more than the daily returns indicated, as the note circulation has declined to the extent of £300,625. The total reserve has been augmented by £428,660. The total supply of bullion held by the bank amounts to £21,262,378 against £27,958,559 last year, and the reserve of notes and coin to £10,347,168 against £16,002,714. The comparison is therefore decidedly unfavorable, and there is not much hope of improvement. The Government has repaid the Bank another instalment on the loan it obtained in order to meet the public dividends, and it is also said that the bank has been borrowing money on consols in order to give support to the discount market. If, however, that operation has been in progress, it has been far from successful, as the value of money in the outside market has been steadily declining during the week. The total of "other securities" has fallen off to the extent of £516,395, indicating that the bank has been doing but little discount business. The amount is now £21,442,185, against £18,106,756 last year, the increase being probably due to loans to the Stock Exchange. The money market closes with a firmer appearance, owing to less favorable exchanges; but the demand for money for mercantile bills is by no means active. The rate for three months bills has been from 4 to 4 1/4 per cent. The following are the present quotations for money:

	Per cent.	Open market rates—	Per cent.
Bank rate.....	5	4 months' bank bills.....	4 1/4
Open-market rates—		6 months' bank bills.....	4 1/4
30 and 60 days' bills.....	4 1/4	4 & 6 months' trade bills.....	4 1/2
3 months' bills.....	4 1/4		

The following are the rates of interest allowed by the joint-stock banks and discount houses for deposits:

	Per cent.
Joint-stock banks.....	3 1/2
Discount houses at call.....	3 1/2
do with notice of withdrawal.....	3 1/4

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years.

	1881.	1880.	1879.	1878.
Circulation, excluding bank post bills.....	26,665,210	26,955,845	28,524,209	30,081,585
Public deposits.....	3,334,170	4,386,347	4,936,633	2,929,211
Other deposits.....	29,488,565	28,178,535	32,862,392	27,859,388
Government securities.....	14,920,269	16,365,070	19,170,328	16,337,672
Other securities.....	21,442,185	18,106,756	17,875,855	23,311,846
Reserve of notes and coin.....	10,347,168	16,002,714	14,733,694	9,166,261
Coin and bullion in both departments.....	21,262,378	27,958,559	32,257,864	24,247,846
Proportion of reserve to liabilities.....	35·61	48·72	.....	.....
Bank rate.....	5 p. c.	2 1/2 p. c.	2 p. c.	6 p. c.
Consols.....	99 1/4	99 1/4	98	94 1/4
Eng. wheat av. price.....	47s. 1d.	41s. 5d.	49s. 9d.	39s. 3d.
Mid. Upland cotton.....	63d.	68d.	79d.	59d.
No. 40 Mule twist.....	103d.	103d.	104d.	94d.
Clearing-house return.....	147,611,000	130,005,000	88,609,000	81,414,000

About £450,000 in gold have been received from various quarters abroad during the week, but chiefly from Holland; but the week closes with more doing for export. The silver market has been dull, and very little demand has existed on Indian account, the principal inquiry being for the Continent. The usual amount—£350,900—of India Council bills was offered for sale at the Bank of England on Wednesday; but only a small portion was disposed of at 1s. 7 1/2 d. the rupee. The price of silver has been declining during the week, and Mexican dollars are also cheaper. The following quotations for bullion are from Messrs. Pixley & Abell's Circular:

	GOLD.	s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9	@
Bar gold, containing 20 dwts. silver, per oz. standard.....		77 10 1/2	@
Spanish doubloons.....	per oz.	73 10	@
South American doubloons.....	per oz.	73 9	@
United States gold coin.....	per oz., none here.	@	@
German gold coin.....	per oz.	@	@
	SILVER.	d.	d.
Bar silver, fine.....	per oz. standard.	51 1/2	@
Bar silver, containing 5 grs. gold.....	per oz. standard.	52 1/2	@
Cake silver.....	per oz.	51 1/2	@
Mexican dollars.....	per oz. nearest.	51	@
Chilian dollars.....	per oz.	@	@
Quicksilver, 26 15s. 0d. to 27.	Discount, 3 per cent.		

The following are the current rates for money at the principal foreign centres:

	Bank rate.	Open market.	Bank rate.	Open market.
	Fr. cl.	Fr. cl.	Fr. cl.	Fr. cl.
Paris.....	5	4 1/2	Madrid & other Spanish cities.....	4
Brussels.....	4 1/2	4 1/2	St. Petersburg.....	6
Amsterdam.....	4	4	Geneva.....	3 1/2
Berlin.....	5 1/2	5 1/2	Genoa.....	4
Frankfort.....	5 1/2	5 1/2	Copenhagen.....	3 1/2
Vienna.....	4	3 1/2	Bombay.....	7



The railway traffic returns published this week are disappointing, and the value of British railway shares has had a downward tendency. In some instances, as in the case of the London & Northwestern undertaking, the reduction is attributable to the loss of Irish traffic, caused by the distressing condition of affairs in Ireland. The repressive measures which have been tardily adopted by the Government are, however, expected to have a good effect, and there is much hope that loyal Irishmen who were powerless during the time when the Land Leaguers were allowed to have pretty much their own way, will see that their interests will be benefitted by counteracting in every way the subversive doctrines advocated by the Land League. The latest news from Ireland is more hopeful; but it remains to be seen whether the League is crushed or only suppressed for a time. Foreign stocks have been dull, and are weaker, the principal exception being United States Government bonds, which have been steady. Continental stocks, and especially those which are freely dealt in on the Paris Bourse, have been depressed, but there are now some indications of improvement. The next "liquidation" on that market is, however, anticipated with more than usual anxiety, owing to the dangerous extent to which speculation has been carried. The market for American railroad bonds has been decidedly weak, and prices have been falling daily.

The traffic receipts on fourteen of the principal British railway companies' lines since the 1st of July have amounted to £16,680,575, against £16,144,420 last year; showing an increase of £536,155. On the three principal Scotch lines, since August 1, they have been £1,474,028, against \$1,394,557, being an increase of £79,471.

The following letter of complaint appears in the *Times* this morning under the head of "A New Regulation":

To the Editor of The Times:

SIR: Wonders never cease. The American Government (of all governments) seems anxious to support the English Fair Trade League by virtually refusing to recognize trade in other than English-made goods between this country and the United States.

We are warehousemen, holding a large stock of various continental manufactures. Yesterday we were favored with a visit from a New York customer, and succeeded in selling him a certain quantity of goods (partly of Austrian, German or French make), which had been a long time in stock and were not found suitable for this market. This transaction the American Government, by its representative here, refuses to recognize.

On presenting triplicate sets of invoices to the consul for legalization (without which formality no merchandise can enter the United States), the consul refused to certify same, on the plea that the goods described therein were of foreign origin, and must be invoiced from their native place; that we had better appoint agents in the various places of production, where we are in the habit of buying goods, &c., so as to invoice goods bought in "this city" from some obscure place in Germany, Austria, &c.

This seems so utterly absurd that we think it our duty to draw public attention to it, and trust you will deem this letter of sufficient interest to insert. We are, sir, yours obediently,

October 20.

IMPORTERS.

Since the heavy gale of last week we have had several days of bright autumn weather; but we are now having rather strong gales from the eastward, and the weather presents an unsettled appearance. The list of vessels reported on Lloyd's Loss Book, between midnight on Wednesday, October 12, and midnight, Wednesday, October 19, is a very serious one, and the gale proves to have been one of the most disastrous both to life and property known for some years past. The weather of late has, however, been sufficiently favorable to enable farmers to make satisfactory progress with field work, and a large quantity of roots has been stored for winter consumption. Preparations for autumn sowing have also been successfully carried on, and farmers have been able to find time and labor to thresh out larger quantities of grain. Dry winds have improved the condition of the cereals sent to market, and farmers are marketing about 250,000 quarters weekly. The wheat crop has thus far yielded the farmers comparatively favorable results about 1,250,000 quarters having been disposed of at an average price of rather more than 50s. per quarter. In less than two months a large inroad has been made into our small crop, and although we are now rather less dependent upon foreign supplies, yet it is quite evident that this condition of things will not be of long duration. Our imports of wheat and flour since harvest have been about 1,000,000 cwt. less than in the corresponding period of last season; but the deliveries of home-grown produce show a small increase. It is thought that there has been some accumulation of stock of late, but it cannot have been considerable.

Very little Russian wheat is finding its way to the British markets. A market has been found for the Black Sea shipments at Marseilles and other Mediterranean ports, and as the ports of Odessa, Taganrog and Azof will soon be closed to navigation, we shall not be able to rely upon any Russian supplies of importance until the spring. There seems to be no reason for believing in much change in the value of wheat. Millers are just now operating with much caution; but merchants do not press sales, and only a small decline has to be recorded in prices. Present prices are regarded as sufficiently high to attract the supplies we require; but as we are not threatened with any superabundance, there seems to be no room for a fall. It may however be remarked that the Continent is taking very little wheat from America. Russia supplies it chiefly, and consequently the American, Australian and Indian markets are left more free to us. This is obviously in favor of quiet markets, if not of easier prices; but the fact remains that in a few weeks the shipments of wheat from Russia will cease for the season, unless produce can be brought overland by railroad and still leave a profit. Prices in western Europe, however, are by no means likely to rise to a point to admit of the operation proving remunerative, and consequently Russian wheat, notwithstanding the good crop in Russia, will not be a plentiful commodity until after the re-opening of the navigation next year.

During the week ended October 15 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 61,398 quarters, against 56,471 quarters last year and 26,122 quarters in 1879; while it is computed that there were in the whole kingdom 245,600 quarters, against 226,000 quarters and 104,600 quarters. Since harvest, viz., in a period of eight weeks, the sales in the 150 principal markets have been 332,283 quarters, against 309,978 quarters and 136,018 quarters, the estimate for the whole kingdom being 1,329,150 quarters, against 1,240,000 quarters and 544,100 quarters in the two preceding seasons respectively. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply of wheat in the United States is also given:

	1881.	1880.	1879.	1878.
Imports of wheat cwt.	10,204,151	11,435,601	11,370,764	8,639,991
Imports of flour.....	1,742,225	1,691,596	1,691,261	1,006,273
Sales of home-grown produce.....	5,759,000	5,373,000	2,358,610	8,005,000
Total.....	17,705,976	18,500,197	15,420,365	17,651,264
Deduct exports of wheat and flour.....	174,039	258,894	222,198	432,388
Result.....	17,531,937	18,241,303	15,198,167	17,198,876
Average price of English wheat for season (qr.)	50s. 4d.	41s. 5d.	47s. 11d.	42s. 6d.
Visible supply of wheat in the U. S. .... bush.	20,250,000	14,400,000		

The imports and exports of grain into and from the United Kingdom during the first eight weeks of the season, compared as follows with the corresponding period in the three previous seasons.

	1881.	1880.	1879.	1878.
Wheat.....cwt.	10,204,151	11,435,601	11,370,764	8,639,991
Barley.....	1,849,968	2,009,501	2,463,500	2,640,156
Oats.....	1,997,990	2,194,820	2,557,889	1,724,230
Peas.....	167,051	294,635	103,932	268,530
Beans.....	318,222	222,265	426,598	241,473
Indian corn.....	5,013,222	7,108,756	3,865,125	6,299,288
Flour.....	1,742,225	1,691,596	1,691,261	1,006,273

  

	1881.	1880.	1879.	1878.
Wheat.....cwt.	153,915	235,520	174,767	435,932
Barley.....	7,396	1,612	3,579	17,233
Oats.....	62,748	29,890	3,337	4,322
Peas.....	8,964	15,870	13,934	3,081
Beans.....	7,728	9,794	3,808	855
Indian corn.....	49,683	35,710	249,505	54,012
Flour.....	20,224	23,374	47,431	16,455

The following return shows the extent of our exports of British and Irish produce and manufactures, and of colonial and foreign wool to the United States during the month of September and during the nine months ended September 30, compared with the previous year:

	EXPORTS.			
	In September.		In Nine Months.	
	1880.	1881.	1880.	1881.
Alkali.....cwt.	209,117	275,961	2,514,084	2,289,122
Apparel and cloths.....	5,969	8,143	58,219	49,122
Bags and sacks.....doz.	54,648	57,535	304,950	751,508
Beer and ale.....bbls.	1,485	2,181	15,338	16,400
Cotton piece goods.....yds.	4,525,300	5,513,900	66,933,500	54,077,400
Earthenw. & porcelain.....	77,331	69,515	692,798	649,196
Haberdashery and millinery.....	63,440	46,828	396,605	342,495
Hardware and cutlery.....	42,663	44,872	384,762	365,827
Iron-Pig.....tons.	26,061	43,046	564,043	508,938
Bar &c.....tons.	1,170	1,090	47,039	49,452
Railroad.....tons.	14,531	26,321	173,775	242,446

	In September.		In Nine Months.	
	1880.	1881.	1880.	1881.
Hoops, sheets and boiler plates.....tons.	2,184	5,522	38,163	29,304
Tin plates.....tons.	13,865	16,074	124,156	129,586
Cast or wrought.....tons.	2,983	323	14,915	4,543
Old for remanufact.....tons.	4,571	6,692	189,154	66,153
Steel—Unwrought.....tons.	1,304	12,632	32,974	87,446
Lead—Fig, &c.....tons.			205	347
Jute yarn.....lbs.	235,200	594,000	4,660,200	3,092,200
Linon piece goods.....yds.	5,752,300	7,810,400	75,636,100	63,892,500
Steam engines.....	80	2,342	5,176	49,545
Other descriptions.....	25,612	31,901	293,716	284,730
Paper—Writing or printing.....cwt.	132	281	3,413	3,992
Other kinds.....cwt.	199		2,919	2,787
Salt.....tons.	23,054	23,310	182,695	180,493
Silk broad stuffs.....yds.	26,543	41,065	268,637	251,799
Ribbons.....	17	922	2,017	3,159
Other articles of silk only.....	2,255	13,098	26,068	72,213
Mixed with other material.....	9,727	18,990	84,551	113,691
Spirits—British.....gals.	17,912	25,643	59,498	71,658
Stationery—Other than paper.....	6,285	8,333	51,994	62,584
Tin—Unwrought.....cwt.	422	64	14,224	5,900
Wool—British.....lbs.	11,800	464,000	9,762,500	3,984,800
Colonial & foreign.....lbs.	635,688	2,684,153	19,553,306	13,530,542
Woolen cloth.....yds.	319,700	266,900	3,576,600	3,332,600
Worsted stuffs.....yds.	2,433,200	2,406,800	31,263,300	21,285,300
Carpets, not being rugs.....yds.	259,000	120,300	2,208,400	977,300

The exports of railroad iron, distinguishing iron from steel, during the month of September and during the nine months were as follows:

	In September.		In Nine Months.	
	1880.	1881.	1880.	1881.
Iron rails.....tons.	3,580	5,922	78,755	83,498
Steel rails.....tons.	10,052	20,111	92,868	156,773

#### English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending November 4:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51 <sup>7</sup> / <sub>8</sub>	52		51 <sup>1</sup> / <sub>8</sub>	51 <sup>1</sup> / <sub>8</sub>	51 <sup>1</sup> / <sub>8</sub>
Consols for money.....	99 <sup>1</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>8</sub>		99 <sup>1</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>8</sub>
Consols for account.....	99 <sup>1</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>8</sub>		99 <sup>1</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>8</sub>	99 <sup>1</sup> / <sub>8</sub>
Fr'ch rentes (in Paris) fr.	81 <sup>1</sup> / <sub>4</sub>	84 <sup>7</sup> / <sub>8</sub>		84 <sup>7</sup> / <sub>8</sub>	85 <sup>1</sup> / <sub>2</sub>	85 <sup>3</sup> / <sub>8</sub>
U. S. 5s ext'd into 3 <sup>1</sup> / <sub>2</sub> s	104 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>		116 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>
U. S. 4 <sup>1</sup> / <sub>2</sub> s of 1891.....	116 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>		116 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>	116 <sup>1</sup> / <sub>2</sub>
U. S. 4s of 1907.....	119 <sup>1</sup> / <sub>2</sub>	119 <sup>1</sup> / <sub>2</sub>		119 <sup>1</sup> / <sub>2</sub>	119 <sup>1</sup> / <sub>2</sub>	119 <sup>1</sup> / <sub>2</sub>
Erie, common stock.....	46 <sup>1</sup> / <sub>4</sub>	46 <sup>3</sup> / <sub>8</sub>		46 <sup>1</sup> / <sub>4</sub>	47 <sup>1</sup> / <sub>8</sub>	48 <sup>1</sup> / <sub>8</sub>
Illinois Central.....	135 <sup>1</sup> / <sub>2</sub>	135 <sup>1</sup> / <sub>2</sub>		135 <sup>1</sup> / <sub>2</sub>	135 <sup>1</sup> / <sub>2</sub>	136
Pennsylvania.....	68 <sup>3</sup> / <sub>8</sub>	68 <sup>3</sup> / <sub>8</sub>		68 <sup>3</sup> / <sub>8</sub>	68 <sup>3</sup> / <sub>8</sub>	68 <sup>3</sup> / <sub>8</sub>
Philadelphia & Reading.....	35 <sup>3</sup> / <sub>4</sub>	35 <sup>3</sup> / <sub>4</sub>		35 <sup>3</sup> / <sub>4</sub>	35 <sup>3</sup> / <sub>4</sub>	35 <sup>3</sup> / <sub>4</sub>
New York Central.....	144 <sup>1</sup> / <sub>2</sub>	145		144 <sup>1</sup> / <sub>2</sub>	145	145

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb	14 9	14 9	14 3	14 3	14 3	14 3
Wheat, No. 1, wh. "	11 0	10 11	10 9	10 11	10 9	10 9
Spring, No. 2.....	10 6	10 6	10 5	10 5	10 5	10 5
Winter, West, n.....	11 2	11 2	11 1	11 1	11 1	11 1
Cal. white.....			11 0	11 0	11 0	11 0
Corn, mix., West.....	5 11	5 10 <sup>1</sup> / <sub>2</sub>	5 10	5 10	5 10	5 10
Pork, West, mess., 7 bbl	78 0	78 0	78 0	77 0	77 0	77 0
Bacon, long clear, new	49 0	48 0	48 0	47 6	47 6	47 6
Beef, pr. mess, new, 7 cwt	94 0	94 0	94 0	93 0	93 0	92 0
Lard, prime West, 7 cwt	59 3	59 6	59 0	59 0	59 0	58 6
Cheese, Am. choice, new	58 6	58 8	58 6	58 6	58 6	58 6

#### Commercial and Miscellaneous News.

**NATIONAL BANKS.**—The following national bank was organized last week.

2,581—The Peoples' National Bank of Norristown, Pa. Authorized capital, \$100,000. A. A. Yeakle, President; Lewis Styer, Cashier.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$7,580,223, against \$10,214,552 the preceding week and \$8,411,665 two weeks previous. The exports for the week ended Nov. 1 amounted to \$9,910,615, against \$6,590,674 last week and \$7,164,162 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 27 and for the week ending (for general merchandise) Oct. 28; also totals since January 1:

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1878.	1879.	1880.	1881.
Dry Goods.....	\$1,317,652	\$1,256,578	\$1,264,137	\$1,696,732
Gen'l mer'chise.....	4,755,548	5,022,579	5,785,699	5,883,491
Total.....	\$6,073,200	\$6,279,157	\$7,049,836	\$7,580,223
Since Jan. 1.				
Dry Goods.....	\$66,573,906	\$80,210,277	\$109,312,242	\$96,169,607
Gen'l mer'chise.....	177,213,639	194,556,450	304,058,830	269,151,187
Total.....	\$243,787,545	\$274,766,727	\$413,371,072	\$365,320,794

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Nov. 1, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1878.	1879.	1880.	1881.
For the week.....	\$5,986,068	\$8,523,292	\$10,321,211	\$5,910,615
Prev. reported.....	288,639,406	286,705,565	341,821,836	319,219,735
Total 's'ce Jan. 1.....	\$294,625,474	\$295,228,857	\$352,142,847	\$325,130,350

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 29 and since January 1, 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1	Week.	Since Jan. 1
Great Britain.....	\$.....	\$68,160	\$248,192	\$32,359,234
France.....				3,893,671
Germany.....		6,500	405,426	8,891,733
West Indies.....		2,000	331,403	2,128,289
Mexico.....			15,221	278,511
South America.....		243,706		683,682
All other countries.....		102,075	80,400	1,805,339
Total 1881.....	\$.....	\$422,441	\$1,083,642	\$50,040,469
Total 1880.....	1,600	2,165,723	3,388,035	45,536,430
Total 1879.....	5,650	2,061,388	4,180,668	52,823,960
<b>Silver.</b>				
Great Britain.....	\$176,619	\$8,368,135	\$.....	\$210,425
France.....		169,850		20,065
Germany.....		270,809		71,509
West Indies.....		10,204		730,695
Mexico.....			490	1,115,475
South America.....		38,444	718	143,800
All other countries.....		29,796		21,761
Total 1881.....	\$176,619	\$8,887,238	\$11,484	\$2,308,310
Total 1880.....	208,850	4,831,193	43,482	4,153,523
Total 1879.....	118,515	11,107,846	53,605	6,929,495

Of the above imports for the week in 1881, \$21,896 were American gold coin and \$11,037 American silver coin.

**Auction Sales.**—Messrs. A. H. Muller & Son sold the following at auction:

Shares.		Shares.	
30 N. Y. Equitable Ins. Co. 150 <sup>1</sup> / <sub>2</sub>		2 Sterling Fire Ins. Co. .... 64	
36 Firemen's Ins. Co. .... 97		8 Republic Fire Ins. Co. .... 75	
50 Brooklyn Fire Ins. Co. .... 195		25 Hanover Fire Ins. Co. .... 153	
30 Aetna Fire Ins. Co. (80 per cent paid).....\$33		5 Harlem Bridge Mortg. Co. .... \$51 per share	
120 Firemen's Fund Ins. Co. (Receiver's certificate, 70 per cent paid).....\$25		68 Second Avenue RR. Co. 125 <sup>1</sup> / <sub>2</sub>	
20 Fulton Bank New York 135x		17 Central Park North & West River RR. Co. .... 131	
51 Bank of New York Nat. Banking Association ..... 144		10 Old Dominion SS. Co. .... 111	
30 Hanover Fire Ins. Co. .... 155		<b>Bonds.</b>	
400 Syndicate Min. Co. \$6 50 p. sh.		\$2,000 Brooklyn City 7s. Park bonds, due 1915..... 140 and int.	
100 N. Y. Gaslight Co. .... 142 <sup>1</sup> / <sub>2</sub>		30,000 Gulf Colorado & Santa Fe Railroad of Texas list mkt. 7 per cent bonds. Interest January and July (hypothecated) ..... 110 <sup>1</sup> / <sub>2</sub> all	
20 Metropolitan Gasl. Co. .... 149		50,000 La. State 8s, redeemable March 1, 1868..... \$14 p. bd.	
35 Bank of North America. 103 <sup>1</sup> / <sub>2</sub>			
36 Central National Bank 130 <sup>1</sup> / <sub>2</sub>			
63 Long Island Fire Ins. Co. 111			
20 Republic Fire Ins. Co. .... 75			
7 N. Y. Equitable Ins. Co. 156			

**STATEMENT OF THE COMPTROLLER OF THE CURRENCY, showing by States the amount of National Bank circulation issued, the amount of Legal Tender Notes deposited in the United States Treasury to retire National Bank circulation, from June 20, 1874, to Nov. 1, 1881, and amount remaining on deposit at latter date.**

STATES AND TERRITORIES.	Additional circulation issued since June 20, 1874.	Legal-Tender Notes Deposited to Retire National Bank Circulation since June 20, 1874.		Legal Tenders on Deposit with U. S. Treasurer at Date.
		Redempt'n of Notes of Liquidat'g Banks.	To Retire Circulation under Act of June 20, 1874.	
			Total Deposits.	
Maine.....	\$1,506,180	\$37,000	\$784,700	\$1,081,700
N. Hampsh.....	813,163	72,997	55,800	128,797
Vermont.....	2,000,360	351,097	1,753,040	2,104,137
Mass.....	24,510,990	234,800	9,650,700	9,915,500
Rh. Island.....	3,396,600	32,350	1,409,885	1,442,235
Conn.....	4,412,970	65,350	3,731,030	3,796,380
New York.....	28,141,215	2,651,693	30,520,580	33,172,273
N. Jersey.....	2,899,335	407,603	2,563,137	3,030,740
Penn.....	16,383,330	1,311,226	12,145,871	13,547,097
Delaware.....	277,275			5,108,018
Maryland.....	2,002,310	166,000	1,718,380	1,884,980
Dist. Col.....	457,000	432,664	530,060	962,724
Virginia.....	1,101,800	919,369	1,036,010	1,955,379
W. Virginia.....	226,810	731,060	386,685	1,117,745
N. Carolina.....	1,235,660	128,200	1,147,585	1,275,785
S. Carolina.....	180,700		1,187,380	1,187,380
Georgia.....	542,350	330,925	437,675	765,600
Florida.....	72,000			
Alabama.....	207,000	90,000	179,100	269,100
Mississippi.....				86,826
Louisiana.....	1,623,110	656,413	2,099,250	2,755,663
Texas.....	489,600	61,290	229,340	290,630
Arkansas.....	171,000		171,000	171,000
Kentucky.....	4,621,280	629,867	2,175,833	2,805,700
Tennessee.....	848,770	370,401	551,853	922,264
Missouri.....	1,613,350	1,054,550	2,882,155	4,900,585
Ohio.....	5,683,560	1,704,597	4,651,034	6,353,631
Indiana.....	3,900,850	1,414,597	7,859,083	9,273,680
Illinois.....	3,460,925	1,884,334	7,706,046	9,590,380
Michigan.....	2,454,310	536,900	3,237,475	3,774,275
Wisconsin.....	1,253,030	630,860	1,259,589	1,940,449
Iowa.....	1,080,700	858,669	1,760,615	2,619,284
Minnesota.....	1,613,400	554,495	1,843,445	2,437,944
Kansas.....	269,050	781,721	316,550	1,098,271
Nebraska.....	266,400	45,000	449,980	494,980
Nevada.....	36,000			1,718
Colorado.....	721,800	147,225	149,400	296,825
Utah.....	134,900	161,191	196,800	357,991
Montana.....	255,600	111,700	81,000	192,700
Wyoming.....	30,600			
N. Mexico.....	99,000			
Washington.....	225,000		90,000	90,000
Dakota.....	292,500			
California.....	912,600			3,813,675
*Leg. tend.				
Total.....	122,727,905	19,945,544	107,978,052	131,737,271
				30,702,596

\* Deposited prior to June 20, 1874, and remaining at that date.



STATEMENT of the Comptroller of the Currency on Nov. 1, 1881, showing the amounts of National Bank Notes and of Legal Tender Notes outstanding at the dates of the passage of the Acts of June 20, 1874, January 14, 1875, and May 31, 1878, together with the amounts outstanding at date, and the increase or decrease:

<b>National Bank Notes—</b>	
Amount outstanding June 20, 1874.....	\$349,894,182
Amount outstanding January 14, 1875.....	351,861,450
Amount outstanding May 31, 1878.....	322,555,965
Amount outstanding at date.....	359,422,738
Increase during the last month.....	1,852,248
Increase since Nov. 1, 1880.....	16,901,576
<b>Legal Tender Notes—</b>	
Amount outstanding June 20, 1874.....	\$282,000,000
Amount outstanding January 14, 1875.....	382,000,000
Amount retired under act of Jan. 14, 1875, to May 31, '78	35,318,984
Amount outstanding on and since May 31, 1878.....	346,681,016
Amount on deposit with the U. S. Treasurer to redeem notes of insolvent and liquidating banks, and banks retiring circulation under Act of June 20, 1874.....	30,702,596
Decrease in deposit during the last month.....	1,134,328
Increase in deposit since Nov. 1, 1880.....	10,142,584

\* Circulation of national gold banks, not included in the above, \$921,512.

The following is an interesting statement, also furnished by the Comptroller, showing the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories.

Description of Bonds.	U. S. Bonds Held Nov. 1, 1881, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
Us, not continued.....	\$20,000	\$.....	\$20,000
Currency Us.....	33,000	3,486,000	3,519,000
5 per cents.....	75,900	758,900	833,900
4 1/2 per cents.....	845,000	31,981,650	32,826,650
4 per cents.....	6,157,800	92,005,800	98,163,600
5s, extended at 3 1/2.....	6,510,400	187,614,550	194,124,950
6s, extended at 3 1/2.....	1,949,300	53,741,600	55,690,900
Total.....	\$15,590,500	\$369,588,500	\$385,179,000

**New York & Texas-Mexican.**—A press dispatch from Galveston, Texas, Nov. 1, says: Work on the New York & Texas-Mexican Railroad is advancing rapidly. Six miles of steel rails have been laid. Eight thousand tons of rails have been purchased, which is sufficient to lay the track to Victoria, 100 miles west of Rosenberg Junction. Over fifty miles of the road have been graded. The President of the company says the road will be completed by Feb. 1, 1882. A large force is now engaged grading the line east from Victoria and west from beyond Wharton. Six iron bridges have arrived for use across streams intersecting the line of the road.

**Oregon Pacific Railroad.**—The company furnishes the following from the *Daily Oregonian* of the 11th instant:

"The Oregon Pacific Railroad Company has now in their employ 900 men, and to this number 300 more will be added next week. They have four saw mills in operation, and another will be completed next week. These figures do not include the men employed on the tunnels, bridge and trestle work, as these are separate contracts outside of the company's pay-roll. The government work at Yaquina is progressing finely, and the tramway now reaches deep water. The sand is banking up on each side, being now some nine feet deep, which adds considerably to the progress of the work."

**Richmond & Danville.**—In the CHRONICLE of October 15, page 413, is a list of 2,006 miles of railroads in the Richmond & Danville system. The Atlantic Tennessee & Ohio Railroad, recently acquired, adds 47 miles more, making a total of roads in operation owned and controlled by the Richmond & Danville Railroad Company of 2,053 miles. The net annual fixed charges on these properties are given as follows:

	Miles of road.	Amount.	Equivalent to 5 per cent on per mile.
Richmond & Danville R.R. Co.....	757.0	\$1,124,216	\$1,485
Richmond & West Point Terminal Railway and Warehouse Company's roads.....	1,174.3	849,530	724
Atlanta & Charlotte Air Line branches.....	70.0	15,050	215

Total.....2,001.3 \$1,988,796 \$994 \$16,566  
Fifty-two miles of the branch roads of the Virginia Midland Railway are leased to the Baltimore & Ohio Railroad Company, and do not therefore appear in this mileage.

**GEORGIA PACIFIC RAILWAY.**—The Georgia Pacific Railway has been projected from Atlanta through Birmingham, Alabama, across the Mississippi River to Texarkana, Texas. The portion of the line from Atlanta to Anniston (where it crosses the Selma Rome & Dalton Railroad), a distance of 100 miles, is now under contract and will very shortly be completed. The building of the Georgia Pacific Railroad from Atlanta to Texarkana is projected, for the purpose of giving the Richmond & Danville system a direct line for trade and travel between the Southwest and the Southern and North Atlantic States, and also for the purpose of opening up the coal and iron fields of North Alabama, and the cotton growing section known as the Yazoo Delta of Mississippi.

**Rome Watertown & Ogdensburg.**—The reorganization committee, consisting of Messrs. Samuel Sloan, G. D. Morgan, Percy R. Pyne, Charles Morgan, and Chas. Morgan, Jr., met in this city on Thursday and adopted the following plan:

1. Give in exchange for outstanding first mortgage consol.

bonds new bonds bearing 5 per cent for three years from Oct. 1 and 6 thereafter. 2. Fund all accrued interest, amounting to 28 per cent, into 7 per cent income bonds. 3. Assess stock 10 per cent for the purpose of paying off the floating debt, the purchase of new equipment, &c., and give income bonds for amount of assessments.

In order to carry out the plan and insure the payment of the assessment on the stock, Charles Parsons has presented to the Farmers' Loan & Trust Company—trustee of the mortgage—\$530,000 of the first consolidated bonds (being more than one-tenth of the outstanding bonds) and requested it to advertise and sell the road in the manner provided for in said mortgage.

**St. Paul & Duluth.**—The net income of the St. Paul & Duluth Railroad Company, from June 27, 1877, to July 1, 1881, is reported as \$1,378,922, of which \$268,460 was used by order of court in the final payment of debts of the old organization (Lake Superior & Mississippi Railroad Company) \$607,862 has been expended in improvements, extensions and additions to the property, \$30,332 has been left as a sinking fund, and of the balance, \$470,560 is now appropriated to the payment of a dividend of 10 per cent in the preferred stock, due now to the preferred stockholders.

**Santa Cruz Railroad.**—This road was sold under foreclosure in Santa Cruz, Cal., October 1, and bought for \$198,705 by the Pacific Improvement Company. It is to be changed to standard gauge and made a branch of the Southern Pacific.

**Union Pacific.**—This company makes the following statement for the month of August:

	Earnings.	Expenses.	Net Earnings.
Union Division.....	\$1,608,939	\$756,924	\$852,015
Union Branches.....	362,375	249,448	112,927
Kansas Division.....	604,242	285,471	318,771
Kansas Branches.....	93,830	67,466	26,364
Denver & South Park.....	127,457	95,980	31,477
Total.....	\$2,796,843	\$1,455,289	\$1,341,554

**Wisconsin Central.**—The report of John A. Stewart and Edwin N. Abbott, trustees of the Wisconsin Central Railroad to the Wisconsin Railroad Commissioner shows the following figures:

	1880.	1881.
Total income.....	\$932,80	\$1,202,025
Operating expenses.....	568,095	800,826
Excess of income.....	401,198	425,122
Taxes.....	11,134	5,387
Interest accrued during the year.....	58,000	10,000
Balance for year.....	134,784	226,434

EARNINGS.		
Through passengers.....	\$426,502	\$.....
Local passengers.....	247,329	219,601
Express and baggage.....	11,439	1,086
Mails.....	25,803	27,608
From other sources.....	4,463	5,264
Total passenger earnings.....	331,685	295,596
From local freight.....	669,803	589,628
From through freight.....	184,553	101,113
From other sources.....	10,683	6,878
Total freight earnings.....	870,339	697,621

The capital stock is \$11,435,500.

—We are informed by the New York agents that subscriptions to the preferred stock of the North Horn Silver Mining Company are coming in at a satisfactory rate.

## BANKING AND FINANCIAL.

### BANKING DEPARTMENT.

#### Office of FISK & HATCH,

No. 5 NASSAU STREET,

NEW YORK, 1881.

In answer to numerous letters of inquiry as to the terms on which we receive deposit accounts of banks, bankers, business firms and individuals, we issue this circular for the general information of those who may desire to open accounts with a private banking house in this city.

We are prepared, on the terms mentioned below, to receive the accounts of responsible parties in good standing.

1. Except in case of banks, savings banks, or other well-known corporations, or of individuals or firms whose character and standing are already known to us, we require satisfactory references before opening an account.

2. We allow interest at the rate of 3 per cent per annum on the average monthly balances when the same amount to \$1,000 or over. On accounts averaging less than \$1,000 for the month we allow no interest.

3. We render accounts current, and credit interest as above, on the last day of each month.

4. For parties keeping regular deposit accounts with us we collect and credit United States, railroad and other coupons and dividends payable in this city, without charge; make careful inquiries and give the best information we can obtain respecting investments or other matters of financial interest to them; and in general serve their interests in any way in which we can be of use to them in our line of business.

5. We do not discount or buy commercial paper, but are at all times prepared to make advances to customers and correspondents on U. S. bonds or other first-class and marketable securities.

6. All deposits are subject to check at sight without notice.

One of our firm is a member of the New York Stock Exchange, and we give particular attention to orders by mail, telegraph or in person for the purchase or sale of Bonds and Stocks on Commission.

We continue to buy and sell direct, without commission, all issues and denominations of United States Bonds for immediate delivery at current market rates, and make exchanges for National Banks in the Banking Department at Washington, without trouble to them.

Our "Memoranda Concerning Government Bonds" will be sent post-paid on application.

FISK & HATCH.

# The Bankers' Gazette.

## DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Boston, Concord & Montreal pref.	3	Nov. 15	.....
Cincinnati, San. & Cleve. pref.	3	Nov. 1	.....
Nashua & Lowell	4	Nov. 1	Oct. 21 to
Pennsylvania	4	Nov. 30	Nov. 1 to
<b>Miscellaneous.</b>			
Pullman's Palace Car	\$2	Nov. 15	Nov. 2 to Nov. 14

NEW YORK, FRIDAY, NOVEMBER 4, 1881—5 P. M.

**The Money Market and Financial Situation.**—The price of money to the stockbrokers and on mercantile discounts has undergone no very decided change this week; but the market has a more healthy look at the close, with the prospect of an easy supply at 5@6 per cent for some time in the immediate future. This calculation might not be realized but for the plethora condition of the United States Treasury and the reasonable certainty that the new administrator of the Department will apply the surplus more rapidly than his predecessor to the redemption of the matured 5 and 6 per cent bonds of 1881 in their 3½ per cent extended shape.

Judge Folger, who assumes the place of Mr. Windom in the Treasury early next week, is comparatively a new man in finance, but the duties before him are less difficult than for any Secretary since the close of the war. He will find himself literally overwhelmed with cash resources and incoming revenues, and the matured debt which he has to provide for has been placed at his call on 3½ per cent interest, and can, and no doubt will, be paid off as rapidly as the surplus means to do so come into the Treasury.

The report of the United States Treasurer for the late fiscal year has just been published. It shows that the receipts into the Treasury averaged \$1,000,000 a day. This average has been increased to \$1,230,000 a day since the close of the late year and to the close of October of the current year.

Time loans or mercantile discounts are easier than on our last week's report by at least ½ per cent. The present terms are 3@4 per cent on government collateral, and 5@6 per cent on other good stocks and prime paper.

The Treasury has been moved to stop the exchange of silver notes or certificates for gold, which had been allowed for several months for the accommodation of the grain and cotton States, where the paper medium is preferred to either gold or silver coin. The reason for the new order is that almost all the standard silver dollars now in the Treasury have been covered by the issue of silver notes. The October coinage of these dollars has not increased the amount in the Treasury against which notes may be issued more than half a million of dollars, as there has been a demand for the coined dollars for popular circulation.

The Bank of England statement on Thursday showed a loss of £386,000 in gold, and the reserve was 37 11-16 per cent, against 37 15-16 the previous week; the discount rate remains at 5 per cent. The Bank of France gained 7,475,000 francs gold and lost 10,475,000 francs silver. The statement of the Imperial Bank of Berlin exhibits an increase of 1,660,000 marks.

The last statement of the New York City Clearing-House banks, issued Oct. 29, showed a further increase in reserves, and there is now a surplus of \$4,710,800 above the 25 per cent required by law, against \$1,907,275 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1881. Oct. 29.	Differences fr'm previous week.	1880. Oct. 30.	1879. Nov. 1.
Loans and dis.	\$309,254,500	Dec. \$2,056,000	\$317,880,200	\$271,238,600
Specie	61,068,100	Inc. 2,708,700	66,372,400	29,675,300
Circulation	19,918,000	Inc. 23,000	18,646,500	22,600,500
Net deposits	288,038,800	Inc. 1,395,500	302,582,100	234,412,000
Legal tenders	15,652,400	Inc. 443,700	13,616,700	28,615,900
Legal reserve	\$72,009,700	Inc. \$348,875	\$75,645,525	\$58,603,000
Reserve held.	76,720,500	Inc. 3,152,400	79,389,100	58,291,200
Surplus	\$4,710,800	Inc. \$2,803,525	\$3,743,575	def. \$311,800

**Exchange.**—The foreign exchanges have been alternately strong and weak since our last report between \$4 80½ and \$4 81½ to the pound sterling for 60 days' bankers' on London. The light exports of produce from New York should have made exchange stiffer, and from the cotton ports the movement to Great Britain has been light, but the French and other Conti-

mental orders for cotton have made up the deficiency, in a measure, in the supply of exchange. It is also intimated that the course of our railroad stocks and bonds has been to, in place of from, the London market this week, and this adds to the supply of bills on London. In the domestic exchanges the terms this week have rather tended in favor of New York from the neighboring cities, and but slightly against this point at Chicago. At the cotton ports the rates are at steady small discounts.

Quotations for foreign exchange are as follows, the outside prices being the posted rates of leading bankers:

	November 4.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 80½ @ 4 81	4 81½ @ 4 85	4 81½ @ 4 85
Prime commercial	4 79½ @ 4 80½	4 83½ @ 4 84	4 83½ @ 4 84
Documentary commercial	4 79 @ 4 79½	4 83 @ 4 83½	4 83 @ 4 83½
Paris (francs)	5 27¼ @ 5 26¾	5 23¼ @ 5 21¼	5 23¼ @ 5 21¼
Amsterdam (guilder)	39¾ @ 39¾	40 @ 40½	40 @ 40½
Frankfort or Bremen (reichmarks)	93¾ @ 94	95 @ 95½	95 @ 95½

**United States Bonds.**—Government bonds this week have varied nearly 1 per cent on the 3½ per cents August (extended 5 per cents), on the belief among the great dealers that the Treasury would call in all the 6 per cent extended bonds at 3½ before disturbing the extended 5 per cents. There was less firmness in the bidding at the close of the week for this class of 3½s. The registered 4½s are now called ex-December interest. The 4 per cents continue firm at 116@116½ and the coupon 4½ 113@113½. The currency 6 per cents (Pacific subsidy) are held out of the market and the bidding is very high.

The following circular was issued by the Treasury Department this afternoon:

WASHINGTON, D. C., November 4, 1881.

Notice is hereby given that on Wednesday next and on each Wednesday thereafter through the present month, and until otherwise ordered, the Department will redeem at the office of the Assistant Treasurer of the United States at New York, paying par and interest accrued to the date of redemption, any uncalled U. S. bonds continued to bear interest at 3½ per cent per annum to an amount not exceeding two millions of dollars (\$2,000,000) on each day mentioned.

H. F. FRENCH, Acting Secretary.

The closing prices at the New York Board have been as follows:

	Interest Periods.	Oct. 29.	Oct. 31.	Nov. 1.	Nov. 2.	Nov. 3.	Nov. 4.
6s, continued at 3½	J. & J.	100½	101	101	101	101	101
5s, continued at 3½	Q.-Feb.	102	102½	102	101½	102	101½
4½s, 1891	reg. Q.-Mar.	113	113	112	112½	112	112
4½s, 1891	coup. Q.-Mar.	113	113	113	113	113	113
4s, 1907	reg. Q.-Jan.	116	116½	116½	116½	116	116
4s, 1907	coup. Q.-Jan.	116	116½	116½	116½	116	116
6s, cur'cy, 1895	reg. J. & J.	130	130	130	130	130	130
6s, cur'cy, 1896	reg. J. & J.	130½	130½	130½	130½	130½	130½
6s, cur'cy, 1897	reg. J. & J.	131½	131	131	131	131	131
6s, cur'cy, 1898	reg. J. & J.	132½	131½	131	131½	132	132
6s, cur'cy, 1899	reg. J. & J.	133½	132	131	133	133	133

\* This is the price bid at the morning board; no sale was made.

**State and Railroad Bonds.**—In State bonds the improvement in the Arkansas railroad issues is continued, without drawing out many bonds. There has been a lively demand for Virginias deferred, on a growing hope that the new State of Western Virginia will make some provision for this part of the debt of the old Commonwealth. There is a slight improvement in Tennessee 6 per cent bonds. The time is close at hand when the Supreme Court of the State is expected to remove the injunction taken out by the repudiating party in June against executing the 3 per cent refunding act of the Legislature.

There has been more doing in railroad bonds, partly for the re-investment of November dividends; but no new loans have been brought out, and the previous loans brought to a pause by the turn in the money market in the summer are not yet moved by the bankers and syndicates that brought them out.

**Railroad and Miscellaneous Stocks.**—In railroad and miscellaneous stocks the speculation of the week has not been of a settled or confident character in either direction for the fall or the rise, but it may be remarked that for the last day or two the buying decidedly improved, the market being led by an upward movement in Erie common and preferred and bonds. The annual election for directors of this road takes place on the 29th inst., and it is supposed that the arrangement of the ticket for the new management has been agreed upon between the London Committee, who control the voting on the common stock, and the recent buyers of the stock on this side. The stock closed this afternoon at 47¼ per cent.

The roads in the Vanderbilt interest, and also the roads controlled by Mr. Gould through his Wabash and Missouri Pacific systems, are firm and show decided confidence in the buying at the close of the week.

The Elevated stocks have had a large advance this week, and the termination of the receivership of the Manhattan and a revision of the terms of the lease of the New York and Metropolitan, have given life to all these stocks.

In the closing dealings at the Stock Exchange the best prices of the week, as the rule, were fully maintained.



RANGE IN PRICES AT THE N. Y. STOCK EXCHANGE FOR THE WEEK, AND SINCE JAN. 1.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week, Shares.	Range Since Jan. 1, 1881.				
	Saturday, Oct. 29.	Monday, Oct. 31.	Tuesday, Nov. 1.	Wednesday, Nov. 2.	Thursday, Nov. 3.	Friday, Nov. 4.		Lowest.	Highest.	Low.	High.	
RAILROADS.												
Albany & Susquehanna.				128			300	120 Jan. 5	131 May 16	100	120	
Boston & N. Y. Air-Line.				60 64			200	28 1/2 Oct. 13	71 1/2 July 13	37	61 1/2	
Do Do								37 Feb. 26	48 1/2 June 15			
Buffalo Pittsburgh & Western.	79 80 1/2	80 80 1/2	80 80	80 80 1/2	80 80 1/2	80 81	152	69 Feb. 24	90 May 29	50	80 1/2	
Burlington Cedar Rapids & No.	62 1/2 65 1/2	63 65 1/2	63 64 1/2	63 64 1/2	63 64 1/2	63 64 1/2	54,050	55 1/2 Oct. 12	90 Jan. 14	40	81 1/2	
Canada Southern.								16 Jan. 18	40 1/2 May 14	15	25 1/2	
Cedar Falls & Minnesota.								31 Feb. 5	45 May 23	25	37	
Central Iowa.	96 96 1/2	95 96 1/2	94 96	94 96	95 96 1/2	95 96 1/2	37,850	82 1/2 Jan. 4	112 Feb. 17	45	90 1/2	
Central of New Jersey.	95 96 1/2	94 96 1/2	95 96 1/2	94 96 1/2	95 96 1/2	95 96 1/2	117,887	80 1/2 Feb. 25	102 1/2 June 18	63	97 1/2	
Central Pacific.	28 1/2 28 1/2	28 1/2 28 1/2	28 1/2 28 1/2	28 1/2 28 1/2	28 1/2 28 1/2	28 1/2 28 1/2	2,039	20 1/2 Jan. 18	33 1/2 May 14	15	25 1/2	
Cheapsapeake & Ohio.	40 41	40 41	40 40	40 40	40 40	40 40		38 1/2 Jan. 12	48 1/2 May 14	17	47 1/2	
Do Do	30 30 1/2	30 30 1/2	30 30 1/2	30 31	30 30 1/2	30 30 1/2		23 Jan. 25	36 1/2 May 14	17	27 1/2	
Do Do	130 130	130 130	129 1/2 129 1/2	129 1/2 130	129 1/2 131	130 131 1/2	685	127 Aug. 20	156 Jan. 5	99 1/2	159 1/2	
Chicago & Alton.								140 Mar. 27	153 Jan. 7	117	160	
Chicago Burlington & Quincy.	137 137 1/2	137 1/2 137 1/2	136 1/2 137 1/2		137 1/2 138	137 1/2 138 1/2	2,804	136 Oct. 30	182 1/2 Jan. 17	113	183 1/2	
Chicago & Eastern Illinois.	108 110	108 110	107 1/2 108 1/2	107 1/2 108 1/2	108 1/2 109 1/2	108 1/2 109 1/2	90,983	101 1/2 Feb. 25	129 1/2 June 6	66 1/2	114 1/2	
Chicago Milwaukee & St. Paul.	121 1/2 122	121 1/2 122	121 1/2 122	121 1/2 122	121 1/2 122	121 1/2 122	318	118 1/2 Oct. 14	140 May 26	99	124 1/2	
Do Do	124 1/2 125 1/2	124 1/2 125 1/2	124 1/2 125 1/2	124 1/2 125 1/2	124 1/2 125 1/2	124 1/2 125 1/2	69,111	118 1/2 Feb. 25	136 May 17	87 1/2	136 1/2	
Chicago & Northwestern.	133 135	133 135	133 135	133 135	133 135	133 135	2,455	131 Feb. 25	148 May 17	104	148 1/2	
Do Do	134 135	134 135 1/2	133 135 1/2	135 135 1/2	135 135 1/2	135 135 1/2	140	129 Feb. 24	148 May 17	100	148 1/2	
Chicago Rock Isl. & Pacific.								800 Jan. 4	88 May 23	22	48	
Chicago St. L. & New Orleans.	78 79	78 79	78 79	78 79	79 79	79 79	3,620	36 1/2 Aug. 22	51 Jan. 22			
Chicago St. Paul Minn. & Om.	102 1/2 103 1/2	102 1/2 103 1/2	102 1/2 103 1/2	102 1/2 103 1/2	103 103 1/2	103 103 1/2	10,385	93 Feb. 25	108 June 28	48	111 1/2	
Do Do								800 Jan. 1	108 June 22			
Cincinnati Sandusky & Cleve.	93 1/2 93 1/2	91 92	91 91 1/2	92 1/2 92 1/2	93 93 1/2	93 95 1/2	4,969	81 Feb. 15	101 1/2 May 23	61	96 1/2	
Cleveland Cl. & Ind.	140 140	139 139 1/2	139 139 1/2	140 140	139 139 1/2	140 140	690	127 Jan. 29	142 May 10	106 1/2	128 1/2	
Cleveland & Pittsburgh guar.	21 21 1/2	21 21 1/2	20 21 1/2	20 21 1/2	21 21 1/2	21 21	2,721	13 1/2 Aug. 20	32 May 20	9	25 1/2	
Danbury & Norwalk.	127 1/2 128	126 1/2 127 1/2	126 1/2 127 1/2	126 1/2 127 1/2	126 1/2 127 1/2	127 127 1/2	106,416	107 Jan. 4	131 Mar. 9	68 1/2	110 1/2	
Delaware Lackawanna & West.	83 84	82 84	81 83	80 81 1/2	81 82 1/2	82 82 1/2	96,865	78 1/2 Oct. 12	113 Mar. 7	61 1/2	88 1/2	
Denver & Rio Grande.								76 1/2 Apr. 8	88 June 14	60	83	
Dubuque & Sioux City.	14 1/2 14 1/2	14 1/2 14 1/2	14 1/2 14 1/2	14 1/2 14 1/2	14 1/2 14 1/2	14 1/2 14 1/2	5,275	13 Sept. 22	21 Aug. 4			
East Tennessee Va. & Ga.	26 26 1/2	26 27	26 27	26 27	26 27	26 27	500	25 Oct. 2	34 May 23			
Do Do								165 Oct. 20	175 Aug. 17			
Georgia RR. & Banking Co.	95 1/2 96 1/2	96 1/2 96 1/2	95 1/2 96 1/2	96 1/2 96 1/2	96 1/2 96 1/2	96 1/2 96 1/2	2,650	44 1/2 Jan. 4	350 Sept. 11	22 1/2	50 1/2	
Hannibal & St. Joseph.	113 117	113 114 1/2	113 113 1/2	112 1/2 113	112 1/2 112 1/2	112 1/2 114	11,300	94 Feb. 12	121 Sept. 17	63 1/2	105	
Do Do								197 Jan. 1	150 May 23	158	200	
Harlem.								800 Feb. 26	106 June 20	20	43 1/2	
Houston & Texas Central.	130 131 1/2	131 131 1/2	130 130 1/2	130 130 1/2	131 131 1/2	132 132 1/2	4,400	124 Jan. 4	148 May 21	99 1/2	127 1/2	
Illinois Central.								6,512	38 1/2 Aug. 18	57 May 19		
Indiana Bloom'n & West., new.	19 20	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	200	14 Jan. 10	30 June 2	9	20 1/2	
Keokuk & Des Moines.	47 48	46 1/2 47 1/2	46 1/2 47 1/2	46 1/2 47 1/2	47 47 1/2	47 47 1/2	3,700	38 1/2 Jan. 4	56 Jan. 27	25 1/2	48 1/2	
Lake Erie & Western.	121 1/2 122 1/2	120 1/2 122 1/2	121 1/2 122 1/2	121 1/2 122 1/2	122 1/2 123	122 1/2 123 1/2	195,870	117 Oct. 12	135 Jan. 30	95	139 1/2	
Lake Shore.	55 55	55 55 1/2	55 55 1/2	55 55 1/2	55 55 1/2	55 55 1/2	1,700	44 June 4	63 June 30	20	24	
Long Island.								16 1/2 Jan. 26	38 Feb. 23			
Louisiana & Missouri River.	94 1/2 96	94 1/2 96 1/2	94 1/2 95	94 1/2 95	95 1/2 96	95 1/2 96 1/2	15,720	79 Feb. 25	110 May 18	77	174	
Do Do								9 50 Oct. 27	117 June 11	30	109	
Louisville & Nashville.	52 53	52 1/2 53 1/2	53 54	53 1/2 54 1/2	50 54	51 1/2 52 1/2	20,058	15 1/2 Aug. 9	55 Oct. 24	21	57 1/2	
Manhattan.	24 24 1/2	24 1/2 24 1/2	22 1/2 23	23 24	23 1/2 25	25 1/2 25 1/2	3,280	18 Oct. 10	59 May 26	30	55	
Manhattan Beach Co.	18 18			18 18 1/2			250	6 Jan. 7	15 May 21	2	12 1/2	
Marquette & Cincinnati, 1st pref.								1,600	41 Feb. 18	93 June 13	29 1/2	43
Do Do	74 1/2 75	74 74 1/2	74 74 1/2	74 74 1/2	74 74 1/2	74 74 1/2	50,650	77 1/2 Sept. 6	126 Feb. 14	83	121	
Metropolitan Elevated.	94 94 1/2	94 94 1/2	94 94 1/2	94 94 1/2	94 94 1/2	94 94 1/2	147,718	86 Oct. 12	126 Jan. 20	75	130 1/2	
Michigan Central.	93 93 1/2	93 93 1/2	93 93 1/2	93 93 1/2	93 93 1/2	93 93 1/2	3,700	42 Mar. 22	64 May 27			
Milwaukee L. Sh. & West., pref.	51 51 1/2	50 51 1/2	50 51 1/2	50 51 1/2	50 51 1/2	50 51 1/2	53	May 20	59 May 27			
Milwaukee & Northern.								40,425	36 1/2 Oct. 6	54 May 21	28 1/2	49 1/2
Missouri Kansas & Texas.	106 106 1/2	105 106 1/2	104 105 1/2	104 105 1/2	105 106 1/2	105 106 1/2	14,970	85 Jan. 28	114 June 14			
Missouri Pacific.	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	2,807	18 Feb. 26	37 May 23	20 1/2	37 1/2	
Mobile & Ohio.	123 123 1/2	123 123 1/2	123 123 1/2	124 124 1/2			320	118 Feb. 25	131 June 3	100	123	
Morris & Essex.	83 85	85 85	82 84	83 84	84 84 1/2	84 84 1/2	4,361	63 Jan. 6	102 Mar. 31	47 1/2	128	
Nashville Chattanooga & St. L.	139 141	139 140 1/2	139 140 1/2	139 140 1/2	139 140 1/2	140 140 1/2	77,798	135 Oct. 19	155 Jan. 3	122	155 1/2	
New York Central & Hudson	110 110	110 110 1/2	109 110 1/2	110 110 1/2	110 110 1/2	111 111	5,850	96 Aug. 23	130 Feb. 15	109	121 1/2	
New York Elevated.	44 1/2 45 1/2	44 1/2 45 1/2	44 1/2 45 1/2	44 1/2 45 1/2	44 1/2 45 1/2	44 1/2 45 1/2	11,410	80 1/2 July 27	95 Jan. 10	47	93 1/2	
New York Lake Erie & West.	170 170	170 170	170 170	170 170	170 170	170 170	70	164 1/2 Mar. 25	190 June 13	155	180	
Do Do	32 1/2 33 1/2	32 1/2 33 1/2	32 1/2 33 1/2	32 1/2 33 1/2	32 1/2 33 1/2	32 1/2						

**Railroad Earnings.**—The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column:

	Latest earnings reported		Jan. 1 to latest date	
	Week or Mo.	1881.	1880.	1881.
Ala. Gt. Southern Septemb'r.	\$70,704	\$62,187	\$541,495	\$454,257
Alt. Top. & S. Fe. Septemb'r.	1,147,000	806,730	.....	.....
Balt. & Ohio Septemb'r.	1,540,002	1,593,313	.....	.....
Bost. & N. Y. Air-L. July*	25,306	26,184	159,149	158,876
Bur. C. Rap. & No. 3d wk Oct.	45,786	42,528	1,752,064	1,604,067
Cairo & St. Louis 3d wk Oct.	9,709	11,151	335,690	326,886
Carolina Central August	42,018	34,499	.....	.....
Central Pacific Septemb'r.	2,293,000	1,964,996	17,141,272	14,283,192
Ches. & Ohio Septemb'r.	247,144	247,303	2,031,219	2,003,685
Chicago & Alton 3d wk Oct.	182,733	204,855	6,014,524	6,258,090
Chic. Burl. & Q. August	2,173,951	1,834,321	13,160,850	13,267,569
Chic. & East. Ill. 2d wk Oct.	34,034	30,506	.....	.....
Chic. & G. Trk. Wk. end Oct. 29	37,532	33,632	.....	.....
Chic. Mil. & St. P. 4th wk Oct.	508,000	452,493	13,602,000	10,216,767
Chic. & North. W. Oct.	2,305,700	2,105,217	17,939,297	16,092,485
Chic. St. L. & N. O. August	257,700	224,737	2,369,223	2,070,425
Chic. St. P. Min. & O. 4th wk Oct.	119,118	116,945	3,170,994	2,467,235
Chic. & W. Mich. 1st wk Aug.	20,224	14,322	596,406	467,228
Cin. Ind. St. L. & C. Septemb'r.	219,977	243,627	1,696,982	1,765,036
Cincinnati South. August	225,000	148,437	.....	.....
Cin. & Springf. 2d wk Oct.	24,838	26,277	759,648	734,343
Clev. Col. Clin. & I. 2d wk Oct.	93,628	99,419	3,496,779	3,422,089
Clev. Mt. V. & Del. 3d wk Oct.	8,019	7,982	335,763	316,598
Col. & Hook. V. & C. 3d wk Oct.	56,705	45,705	.....	.....
Denver & Rio Gr. 4th wk Oct.	207,521	152,973	5,006,664	2,709,798
Des. Mt. & Ft. Dodge 3d wk Oct.	8,609	7,393	319,712	247,810
Det. Lans. & N. 1st wk Aug.	24,462	21,903	763,566	683,614
Dubuque & S. City 3d wk Oct.	24,874	27,004	907,421	863,646
Eastern August	332,000	302,389	.....	.....
East Tenn. V. & G. 3 wks Oct.	120,124	123,833	.....	.....
Flint & Pere Mar. 3d wk Oct.	32,793	37,762	1,468,261	1,242,169
Gal. Har. & San. August	119,136	129,709	.....	.....
Gr. Western Wk. end Oct. 23	104,195	120,579	4,306,118	4,203,996
Gr. N. Pac. & Minn. 1st wk Oct.	8,718	8,371	.....	.....
Gulf Col. & S. Fe. Septemb'r.	120,196	60,325	.....	.....
Hannibal & St. Jo. 3d wk Oct.	49,002	56,395	1,773,551	2,001,580
Houston & E. W. Tex. Septemb'r.	15,078	9,205	106,539	73,186
Houston & Texas C. 3d wk Sept	83,336	96,163	2,534,922	2,280,371
Illinois Cent. (Ill.) Septemb'r.	619,609	623,725	4,905,397	4,711,165
Ind. & Iowa Septemb'r.	193,941	178,111	1,349,831	1,256,557
Ind. & W. Va. 3d wk Oct.	41,306	45,650	.....	.....
Ind. Dec. & Bp. Septemb'r.	52,608	44,838	378,381	308,221
Int. & Gt. North. 3d wk Oct.	70,787	66,610	2,087,638	1,336,478
Iowa Central Septemb'r.	101,068	88,551	.....	.....
K. C. Ft. S. & W. 1st wk Aug.	28,506	20,432	838,497	650,934
Lake Erie & West. 3d wk Oct.	26,746	26,456	1,113,762	996,302
Louis. & Mo. R. July	41,279	40,537	249,231	248,132
Louis. & Nash. 3d wk Oct.	226,800	222,400	8,840,651	7,263,149
Mar. H. & O. N. Septemb'r.	134,742	104,073	.....	.....
Memph. & Char. 3d wk Oct.	33,360	31,469	938,888	859,485
Memph. Pad. & No. 3d wk Oct.	5,748	5,803	190,693	168,613
Mill. Sh. & West. 4th wk Oct.	19,928	13,839	485,985	324,077
Minn. & St. Louis 2 wks Aug.	58,527	30,061	619,686	413,911
Mo. Kans. & Tex. 3d wk Oct.	200,185	159,918	6,170,732	4,659,924
Missouri Pacific 3d wk Oct.	152,971	141,232	.....	.....
Mobile & Ohio Septemb'r.	209,014	184,246	1,621,843	1,470,163
Nash. Chic. & St. L. Septemb'r.	179,979	167,474	1,577,949	1,513,074
N. Y. L. Erie & W. August	1,772,805	1,606,874	13,557,369	12,278,914
N. Y. & N. Eng. 3d wk Oct.	60,059	49,995	.....	.....
N. Y. N. H. & Hart. June	446,480	369,116	2,676,860	2,211,531
N. Y. Pa. & Ohio. August	455,032	476,546	3,611,686	3,331,714
Norfolk & West. Septemb'r.	212,863	209,446	1,576,303	1,437,492
Northern Central Septemb'r.	429,565	464,093	4,030,250	3,584,104
Northern Pacific Septemb'r.	490,616	330,500	2,451,587	1,729,702
Ohio & Miss. August	338,000	390,997	2,368,582	2,477,183
Springf. Div. August	46,784	50,585	281,388	275,192
Ohio Southern 3d wk Oct.	6,977	.....	.....	.....
Oreg. N. Nav. Co. Septemb'r.	446,458	389,335	3,057,435	2,476,627
Pad. & Elizabetht. 2d wk Oct.	11,992	9,130	411,260	305,805
Pennsylvania Septemb'r.	3,735,006	3,647,543	32,879,241	30,254,613
Poria Dec. & Er. 3d wk Oct.	13,317	9,860	548,966	399,612
Philadel. & Erie. Septemb'r.	726,532	722,737	2,595,067	2,753,766
Phila. & Reading Septemb'r.	1,945,874	2,089,256	.....	.....
St. L. Alt. & R. H. 3d wk Oct.	24,769	30,591	1,146,691	1,146,691
St. L. Brock. 3d wk Oct.	13,970	18,338	589,922	551,919
St. L. Iron Mt. & S. 3d wk Oct.	161,249	152,803	5,699,714	4,765,395
St. L. & San Fran. 4th wk Oct.	97,400	92,600	2,587,946	2,186,660
St. P. Minn. & Man. 4th wk Oct.	184,600	118,200	3,842,091	2,961,929
Scioto Valley 3d wk Oct.	11,260	6,697	338,894	252,281
South Carolina August	81,183	75,525	717,712	645,305
Texas & Pacific 3d wk Oct.	74,730	72,765	2,888,525	2,054,996
Tul. Del. & Burl. 3d wk Oct.	14,485	8,857	.....	.....
Union Pacific 3d wk Oct.	829,113	544,553	19,950,802	17,224,055
Wab. St. L. & Pac. 3d wk Oct.	328,000	403,000	11,421,724	9,892,174
Wisconsin Cent. 1st wk Sept	28,563	20,540	.....	.....

\* 5 per cent basis in 1881; 6 per cent in 1880.

† Including leased lines. ‡ Including Ohio Division.

**U. S. Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

	Receipts.		Payments.		Balances.	
	\$	¢	\$	¢	Coin.	Currency.
Oct. 29..	2,082,082	02	1,201,634	41	76,624,578	67
31..	1,223,247	83	1,025,553	57	76,796,154	81
Nov. 1..	1,124,343	71	1,529,684	14	76,710,508	35
2..	1,808,746	52	1,599,763	44	76,962,027	38
3..	1,254,842	68	1,009,422	01	77,207,542	20
4..	1,160,291	02	1,354,722	83	76,957,089	64
Total....	8,653,553	76	7,720,780	40	.....	.....

\* Includes \$1,000,000 gold received from Philadelphia Mint.

**Coins.**—The following are quotations in gold for various coins:

Sovereigns.....	\$4 83	24 86	Silver 1/4 and 1/2.....	99 1/2 @ par.
Napoleons.....	3 83	2 86	Five francs.....	92 @ - 95
X X Reichmarks. 4 7/2 @	4 76 1/2	.....	Mexican dollars.....	98 @ - 99
X Guilders.....	3 95	3 97	Do uncommenced.....	87 @ - 88 1/2
Spain's Doubloons.....	15 35	15 70	English silver.....	4 70 @ 4 80
Mex. Doubloons.....	15 35	15 70	Pruss. silver thalers.....	67 1/2 @ - 69 1/2
Fine silver bars.....	1 12 3/4 @	1 12 3/4	U. S. trade dollars.....	99 1/2 @ - 99 3/4
Fine gold bars.....	par @	par	U. S. silver dollars.....	99 1/2 @ par.
Dimes & 1/2 dimes.....	99 1/2 @	par	.....	.....

**New York City Banks.**—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Oct. 29.

Banks.	Capital.	Average amount of				Circulation.
		Loans and discounts.	Specie.	Legal Tenders.	Net dep't other than U. S.	
New York.....	2,000,000	8,818,000	2,228,000	315,000	8,3-5,000	495,000
Manhattan Co.....	2,050,000	7,271,610	1,210,500	176,500	6,000,000	.....
Mechanics.....	2,000,000	6,593,200	888,400	748,700	5,575,500	300,000
Union.....	2,000,000	7,607,000	1,573,000	321,000	6,714,000	.....
America.....	3,000,000	4,737,100	635,400	5-6,800	4,171,000	.....
Phoenix.....	3,000,000	8,454,400	1,710,300	591,000	6,691,300	1,100
City.....	1,000,000	3,420,000	1,010,000	33,000	3,388,000	267,000
Tradersmen's.....	1,000,000	6,921,000	3,502,700	3,908,000	8,308,400	.....
Fulton.....	600,000	1,651,800	530,200	17,900	1,153,800	797,000
Chemical.....	300,000	13,130,300	2,846,500	333,600	12,490,700	.....
Merch'nts' Exch.....	1,000,000	3,553,100	418,900	465,800	3,065,300	731,700
Gallatin Nat'l.....	1,000,000	4,189,100	387,500	55,500	2,022,300	787,500
America's & Drov.....	800,000	1,673,100	336,900	59,300	1,513,400	.....
Mechanics & Tr.....	200,000	1,936,000	140,000	120,000	1,020,000	174,000
Greenwich.....	200,000	989,900	19,700	171,500	901,500	3,600
Leather Man'frs.....	2,700,000	2,700,000	1,000,000	1,000,000	1,000,000	.....
Seventh Ward.....	300,000	910,100	181,600	56,900	591,300	32,900
State of N. York.....	800,000	3,382,000	803,200	137,200	2,873,500	40,000
American Exch.....	5,000,000	15,588,000	2,332,000	540,000	10,588,000	.....
Commerce.....	5,000,000	14,351,300	2,035,000	7,400,000	11,000,000	1,400,000
Broadway.....	1,000,000	5,229,300	764,000	172,600	3,754,300	699,500
Mercantile.....	1,000,000	6,034,600	1,182,100	402,500	5,972,200	796,800
Pacific.....	422,700	2,116,400	419,800	228,000	2,551,100	.....
Republic.....	1,500,000	5,021,600	487,300	177,000	2,631,000	1,125,000
Chatham.....	450,000	3,273,300	405,400	326,400	3,388,800	45,000
People's.....	200,000	1,503,000	140,900	95,600	1,756,000	5,400
North America.....	700,000	2,621,000	191,000	198,000	2,512,500	.....
Hanover.....	1,000,000	3,792,000	387,000	108,400	3,294,600	794,200
Irving.....	500,000	3,014,500	398,200	235,500	2,679,500	431,000
Metropolitan.....	3,000,000	14,705,000	2,909,000	154,000	11,732,000	2,238,000
Citizens'.....	600,000	8,200,000	351,100	235,800	7,812,200	288,700
Nassau.....	1,000,000	3,028,200	227,300	71,700	2,722,900	3,900
Market.....	500,000	2,069,500	705,200	115,100	2,021,200	450,000
St. Nicholas.....	500,000	2,030,700	336,500	68,900	1,786,800	449,000
Shoe & Leather.....	500,000	3,270,900	715,000	110,000	3,225,000	450,000
Corn Exchange.....	1,000,000	4,175,300	211,000	153,000	3,011,300	4,800
Continental.....	1,000,000	6,583,000	1,596,300	119,700	6,625,400	763,300
Oriental.....	300,000	1,492,700	26,000	970,000	1,849,700	.....
Marine.....	400,000	5,163,000	253,000	263,000	4,547,000	450,000
Importers' & Tr.....	1,500,000	18,992,700	5,886,800	114,400	12,624,500	1,138,900
Park.....	2,000,000	15,338,500	4,709,900	526,400	18,580,200	45,000
Mech. Bkg. Ass'n.....	500,000	1,022,600	187,600	43,800	769,200	.....
North River.....	350,000	970,400	31,700	122,600	1,081,300	.....
East River.....	240,000	1,175,900	113,700	84,900	1,077,300	229,800
Fourth National.....	3,800,000	17,325,300	3,815,800	519,700	10,677,100	905,300
Central Nat'l.....	2,000,000	7,796,000	523,000	1,488,000	8,022,000	1,244,100
Second National.....	3,000,000	3,398,000	639,400	310,000	3,706,000	73,000
First National.....	750,000	5,507,800	992,900	275,900	5,457,500	791,300
Third National.....	1,000,000	13,842,000	3,315,500	123,900	14,650,000	415,000
N. Y. & C. Nat'l.....	1,000,000	5,235,400	1,244,400		5,491,900	.....
N. Y. Nat'l Exch.....	300,000	1,493,000	159,500	122,800	1,533,800	270,000
East River.....	240,000	1,175,900	113,700	84,900	1,077,300	229,800
N. York County.....	300,000	1,474,400	25,900	521,400	1,938,800	130,000
German American.....	300,000	2,087,000	441,100	47,000	2,349,600	.....
Chase National.....	700,000	3,687,700	1,037,300	45,700	4,440,000	91,500
First National.....	750,000	5,507,800	992,900	275,900	5,457,500	791,300
German Exch.....	200,000	1,340,300	45,500	174,000	1,514,100	.....
Germania.....	200,000	1,405,700	63,700	147,300	1,682,200	.....
U. S. Nat'l.....	500,000	4,139,800	1,268,000	55,100	4,578,800	448,400
Total.....	61,162,700	309,251,501	108,103,107	15,052,400	288,933,800	19,945,000



GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz "M." for mortgage; "g." for gold; "g.d." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.			Bid.	Ask.	STATE SECURITIES.			Bid.	Ask.	CITY SECURITIES.			Bid.	Ask.
<b>UNITED STATES BONDS.</b>					<b>CITY SECURITIES.</b>					<b>CITY SECURITIES.</b>				
6s, 1881, continued at 3 1/2 reg. J & J	101	101 1/4			Albany, N. Y.—6s, long. Various	103				Houston, Tex.—(Continued).—				
5s, 1881 do do reg. Q & F	101 1/2	102			7s long. Various	120				6s, funded. 30		35		
5s, funded, 1881 reg. Q & F	112	112 1/2			Allegheny, Pa.—4s					Indianapolis, Ind.—7-30s, '93-99 J & J		110		
4 1/2s, 1891 reg. Q & M	112	112 1/2			As, 1876-90 J & J					Jersey City—6s, water, long, 1895. J & J		107	109	
4 1/2s, 1891 coup. Q & M	113	113 1/4			Wheat 7s, 1880 J & J					7s, water, 1890-1902 J & J		113	115	
4s, 1907 reg. Q & J	116	116 1/2			Allegheny Co., 5s. J & J					7s, improvement, 1891-94. Var.		109	111	
4s, 1907 coup. Q & J	116	116 1/2			Atlanta, Ga.—7s. J & J	110	113			7s, Bergen, long. J & J		107	108	
6s, Currency, 1895 reg. J & J	130				Do. 8s. J & J	118	122			Hudson County, 6s. A & O		107	109	
6s, Currency, 1896 reg. J & J	130 1/2				Waterworks. J & J	110				do 7s. M & S and J & J		107	109	
6s, Currency, 1897 reg. J & J	131				Augusta, Me.—6s, 1887, mun. F & A	106 1/2	107			Bayonne City, 7s, long. J & J		108 1/2	110 1/2	
6s, Currency, 1898 reg. J & J	132				Augusta, Ga.—7s. Various	110	113			Lawrence, Mass.—6s, 1894. A & O	120 1/2	121		
6s, Currency, 1899 reg. J & J	133				Austin, Texas—10s.	110	120			Long Island City, N. Y.—Water, 7s, '95		120		
<b>FOREIGN GOV. SECURITIES.</b>					Baltimore—6s, City Hall, 1884 Q & J	105	108			Louisville, Ky.—7s, long dates. Var.	119	121		
Quebec—5s, 1908. M & N					6s, Pitts. & Conv. RR, 1886. J & J	109	111			7s, short dates. Var.	110	113		
<b>STATE SECURITIES.</b>					6s, consol., 1890. Q & J	116	117			6s, long. Var.	109	112		
Alabama—Class "A," 3 to 5, 1906. 78 1/2	80				6s, Balt. & O. loan, 1890. Q & J	116	117			6s, short. Var.	109	112		
do small. 79					6s, Park, 1890. Q & M	115	117			5s. Var.	104	105		
Class "B," 5s, 1906. 95					6s, bounty, 1893. M & S	120				Lowell, Mass.—6s, 1890, W. L. M & N	118	119		
Class "C," 4s, 1906. 81	84				6s, do exempt, 1893. M & S	124				Lynchburg, Va.—6s. J & J	106			
6s, 10-20, 1900. J & J	103				5s, funding, 1894. M & N	116	118			8s, long. J & J	121	123		
Arkansas—6s, funded, 1899. J & J	38	40			6s, 1900. J & J	130	135			Lynn, Mass.—6s, 1887. F & A	109	110		
7s, L. R. & Ft. S. issue, 1900. A & O	31				6s, West. Md. RR, 1902. J & J	130				Water loan, 6s, 1894-96. J & J	119	120		
7s, Memphis & L. R., 1899. A & O	20				5s, consol., 1885. Q & J	104				5s, 1892. M & N	103 1/2	104		
7s, L. R. P. & B. & N. O., 1900. A & O	31				6s, Valley RR, 1886. A & O	109	109 1/2			Macon, Ga.—7s. J & J	104	106		
7s, Miss. O. & R. Riv., 1900. A & O	31				5s, new 1916. M & N	121 1/4				Manchester, N. H.—5s, 1883-85 J & J	104	106		
7s, Ark. Central RR, 1900. A & O	19	20 1/2			Bangor, Me.—6s, RR, 1890-94. Var.	113	114			6s, 1894. J & J	117 1/2	118		
7s, Levee of 1871, 1900. J & J	10	15			6s, water, 1905. J & J	118	119			Memphis, Tenn.—6s, C. J & J	40	50		
California—6s, 1874. 103					6s, E. & N. A. Railroad, 1894. J & J	113	114			6s, A & B. J & J	35			
Connecticut—6s, 1883-4-5. J & J	108				6s, B. & Piscataquis RR, '99. A & O	113	115			6s, gold, fund., 1900. M & N	35			
Delaware—6s. J & J	95				Bath, Me.—6s, railroad aid. Var.	101	101 1/2			6s, end. M. & C. RR. J & J	45			
Florida—Consol. gold 6s. F & J	106				5s, 1897, municipal. J & J	103	105			6s, consols. J & J	50			
Georgia—6s, 1880-86. F & A	112				6s, Bayley RR, 1886. A & O	109	110			Milwaukee, Wis.—5s, 1891. J & D	100			
7s, new bonds, 1886. J & J	111 1/2				Boston, Mass.—6s, eur. long, 1905. Var.	128	130			7s, 1896-1901. Var.	108			
7s, endorsed, 1886. J & J	111 1/2				6s, currency, 1894. Var.	123	123 1/2			7s, water, 1902. J & J	118			
7s, gold bonds, 1900. Q & J	116				5s, gold, 1905. Var.	118	118 1/2			Mobile, Ala.—3-4-5s, funded. M & N	55	55		
8s, 76, '86. A & O	108	114			4s, currency, 1899. J & J	103 1/4	104			Montgomery, Ala.—New 3s. J & J	60	65		
Kansas—7s, long. J & J	115				Brooklyn, N. Y.—7s, '81-83. J & J	103	110			5s, new. J & J	80	85		
Louisiana—New con. 7s, 1914. J & J	69	69 1/2			7s, 1883-95. J & J	110	130			Nashville, Tenn.—6s, old. J & J	100	110		
7s, small bonds. F & A	103				7s, Park, 1915-18. J & J	142	145			6s, new. J & J	100	110		
Maine—4s, 1888. F & A	104				7s, Water, 1903. J & J	139	142			Newark—6s, long. Var.	120	125		
War debts assumed, 6s, '89. A & O	115 1/2				7s, Bridge, 1915. J & J	140	143			7s, water, long. Var.	125			
War loan, 6s, 1883. M & S	102 1/2				6s, Water, 1899-1909. J & J	130	132			New Bedford, Mass.—6s, 1909. A & O	128	130		
Maryland—6s, defense, 1883. J & J	105	106			6s, Park, 1900-1924. J & J	129	133			5s, 1900, Water Loan. A & O	116	118		
6s, exempt, 1887. J & J	108				Kings Co. 7s, 1882-89. M & N	106	114			N. Brunswick, N. J.—7s. J & J	103	110		
6s, Hospital, 1882-87. J & J	108				6s, 6s, 1880-86. M & N	103	115			6s. J & J	103	105		
6s, 1890. Q & J	100				Buffalo, N. Y.—7s, 1880-95. Var.	102	111			Newburyport, Mass.—6s, 1890. J & J	113	115		
5s, 1890-90. Q & J	100				7s, water, long. Var.	115	120			New Orleans, La.—Premium bonds. 72		74		
Massachusetts—5s, 1883, gold. J & J	103	104			6s, Park, 1926. M & S	109	111			Consolidated 6s, 1892. Var.	80	85		
5s, gold, 1890. A & O	114 1/2				Cambridge, Mass.—5s, 1889. A & O	108	110			Newport—Water bonds. 114 1/2		115		
5s, gold, 1894. Var.	115 1/2				6s, 1894-96, water loan. J & J	120	122			N. Y. City—5s, water stock, '90. Q & F	103	109		
5s, g. sterling, 1891. J & J	109	116			6s, 1904, city bonds. J & J	124	126			6s, do 1883-90. Q & F	104	115		
do do 1894. M & N	108				Charlotte, S. C.—6s, st'k, 76-98. Q & J	76				6s, aqueduct stock, '84-1911. Q & F	106	120		
do do 1888. A & O	103	105			7s, fire loan bonds, 1890. J & J	60				7s, pipes and mains, 1900. M & N	128	130		
Michigan—6s, 1883. J & J	120				7s, non-tax bonds. J & J	102				6s, reservoir bonds, 1907-11. Q & F	120	122		
7s, 1890. M & N	120				4s, non-taxable. J & J	76				5s, Cent. Park bonds, 1898. Q & F	108	110		
Minnesota—7s, RR repudiated. J & J	90	120			Chelsea, Mass.—6s, '97, water. F & A	122	123			6s, do 1895. Q & F	108	110		
Missouri—6s, 1886. J & J	103				Chicago, Ill.—7s, water bonds, 1892. J & J	122 1/2	123 1/2			7s, dock bonds, 1901. M & N	128	130		
Funding bonds, 1894-95. J & J	113				7s, water bonds, 1895. J & J	126	126 1/2			6s, do 1905. M & N	122	123		
Long bonds, '89-90. J & J	110 1/2	112			7s, city bonds, 1892. J & J	122 1/2				7s, market stock, 1894-97. M & N	126	127		
Ayuntamiento, 1892. J & J	112				7s, city bonds, 1895. J & J	126	126 1/2			6s, improvement stock, 1889. M & N	107	108		
Hannibal & St. Jo., 1886. J & J	107 1/2				4s, city bonds, 1900. J & J	107 1/4	107 3/4			7s, do 1890. M & N	114	116		
do do 1887. J & J	108	110			Cook Co. 7s, 1892. J & J	122 1/2	123			6s, gold, cons. bonds, 1901. M & N	109	110		
N. Hampshire—6s, 1892. J & J	111	113			Cook Co. 5s, 1899. J & J	109 1/4	114			6s, street impr. stock, 1888. M & N	109	110		
War loan, 6s, 1892-1894. J & J	119 1/2				Cook Co. 4 1/2s, 1900. J & J	107 1/4	103			7s, do do 1882. M & N	107	107		
War loan, 6s, 1901-1905. J & J	129	130			West Chicago 5s, 1890. J & J	107 1/2				6s, gold, new consol., 1896. J & J	121	123		
War loan, 6s, 1884. M & S	104	105			Lincoln Park 7s, 1895. J & J	109 1/2				7s, Westchester Co., 1891. J & J	109	110		
New Jersey—6s, 1897-1902. J & J	105				West Park 7s, 1891. J & J	116				Newton—6s, 1905, water loan. J & J	129	130		
6s, exempt, 1896. J & J	105				South Park 6s, 1899. J & J	108 1/2	109			5s, 1905, water loan. J & J	117	119		
New York—6s, gold, reg., '87. J & J	110				Cincinnati, O.—6s, long. Var.					Norfolk, Va.—6s, reg. atk., '78-85. J & J	103			
6s, gold, coup., 1887. J & J	110				6s, short. Var.					8s, coup., 1890-93. Var.	118			
6s, gold, 1883. J & J	105				7-30s. Var.					8s, water, 1901. M & N	131	135		
6s, gold, 1889. J & J	120				7s, long. Var.					7s, 1905. J & J	103	108		
6s, gold, 1892. A & O	121				Southern RR 7-30s, 1902. J & J	130	134			Norwich, Ct.—5s, 1907. A & O	113	128		
6s, gold, 1893. A & O	122				do 7-30s, 1906. M & N	120	123			7s, 1905. J & J	110	112		
N. Carolina—6s, old, 1886-98. J & J	42				do 6s, g., 1906. M & N	120	123			Orange, N. J.—7s, long. J & J				
6s, old. A & O	40				do Cur. 6s, 1909. F & A	120	123			Oswego, N. Y.—7s, 1887-89. Var.	117	118		
6s, N. C. RR, 1883-5. J & J	140				do 8kg. fd. 5s, 1930. M & N	120				Paterson, N. J.—7s, long. Var.	109	110		
6s, do. J & J	140				do 4s. J & J	105				6s, long. J & J	101	105		
6s, do coup. off. J & J	120				Hamilton Co., O., 6s. J & J					5s, long. J & J	102			
6s, do coup. off. J & J	120				do 6s, short. J & J					Petersburg, Va.—6s. J & J	102			
6s, Funding act of 1866. J & J	16				do long 7s & 7-30. J & J	120				6s, special tax. J & J	118	121		
6s, do 1868, 1898A & J	16				Cleveland, O.—6s, long. Various	108				Philadelphia, Pa				

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CITY SECURITIES.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
S. Francisco—7s, City & Co., Var.				Charl'te Col. & A.—Cons., 7s, '95 J&J				C. C. & I. C.—(Continued)—			
Savannah funded 5s, consols.				2d mort., 7s, 1910.				Col. & Ind. C., 2d Mt. 1904. M&N			
Somerville, Mass.—5s, 1895. A&O				Cheraw & Darl.—1st M., 8s, '88 A&O				Un. & Loganap., 1st, 7s, 1905. A&O			
6s, 1885. J&J				2d mort., 7s.				T. Loganap. & B., 7s, 1884. F&A			
6s, 1884. A&O				Ches. & Ohio—Pur. money fd., 1898				Cin. & Chic. A. L., 1886-90.			
Springfield, Mass.—6s, 1905. A&O				Series A, 1908.				Columbia & Green, 1st 6s.			
7s, 1903, water loan.				6s, gold, series B, int. def. 1908.				2d mort.			
Toledo, O.—7-30s, RR., 1900. M & N				Cheshire—6s, 1896-98.				Col. & Hoek V.—1st M., 7s, '97 A&O			
8s, water, 1893 & '94.				Chic. & Alton—1st M., 7s, '93 J&J				2d M., 7s, 1892.			
Washington, D.C.—See Dist. of Col.				Sterling mort., 6s, 9s, 1903. J&J				Col. Spring & C.—1st, 7s, 1901. M&S			
Wilmington, N.C.—6s.				Income, 7s, 1893.				Col. & Toledo—1st mort. bonds.			
8s, gold, con. on.				Bds. Kan. C. line, 6s, 9s, 1903. M&N				2d mort.			
Worcester, Mass.—6s, 1892. A&O				Miss. Riv. Bridge, 1st, s.f., 6s, 1912				Col. & Xenia—1st M., 7s, 1390. M&S			
5s, 1905. A&O				Joliet & Chic., 1st M., 8s, '92 J&J				Conn. & Passump.—M., 7s, '93 A&O			
4s, 1905. A&O				Louis & Mo. R., 1st, 7s, 1900 F&A				Massawippi, g., 6s, gold, '89 J&J			
Yonkers, N.Y.—Water 1903.				do 2d, 7s, 1900 M&N				Conn. Val.—1st M., 7s, 1901. J&J			
				St. L. J&K & C., 1st, 7s, 1900 A&O				Conn. West—1st M., 7s, 1900 J&J			
				do 1st guar. (564), 7s, '94 A&O				1st mort., 7s, 1905.			
				do 2d M. (360), 7s, '98 J&J				Cumberl'd & Penn.—1st 6s, '91 M&N			
				do 2d guar. (188), 7s, '98 J&J				2d 6s, 1888.			
				Chic. B. & Q.—1st, S.F., 8s, '83 J&J				Cumberl'd Val.—1st M., 8s, 1904. A&O			
				Consol. mort., 7s, 1903.				Dakota Southern—7s, gold, '94 F&A			
				Bonds, 5s, 1895.				Danby & Norwalk—7s, '80-92. J&J			
				5s, 1901.				Dayton & Mich.—1st M., 7s, '81 J&J			
				4s, 1919.				2d mort., 7s, 1887.			
				Bur. & Mo. R. P. M., 7s, '93 A&O				3d mort., 7s, 1888.			
				do Conv. 8s, '9s, ser. J&J				Day & West—1st M., 6s, 1905 J&J			
				Bur. & Mo. (Neb.), 1st, 6s, 1918 J&J				1st mort., 7s, 1905.			
				do Cons, 6s, non-ex. J&J				Delaware Mort., 6s, guar., '95 J&J			
				do 4s.				Del. & Bound B'k—1st, 7s, 1905 F&A			
				do Neb. RR. 1st, 7s, A&O				Del. Lack & W.—Conv. 7s, 1892 J&D			
				do Om. & St. P.—1st, 8s, J&D				Mort. 7s, 1907.			
				Dixon Pco. & H., 1st, 8s, '74-89 J&J				Den. & Rio G.—1st, 7s, g., 1900. M&N			
				Ott. Osw. & Fox R. M., 8s, '90 J&J				1st consol. mort., 7s, 1900.			
				Quebec & Wars'w., 1st, 8s, '90 J&J				Den. S. P. & Pac.—1st, 7s, 1905 M&N			
				Chic. & Can. So.—1st, 7s, 1902 A&C				Des M., & F. D.—1st, 6s, 1904 J&J			
				Chic. C. & Dub. & Minn.—7s, 1910 J&J				1st inc., 6s, 1900.			
				Chic. & East Ill.—Skg. fd., cur. 1907				Detroit & Bay C.—1st, 8s, 1902 M&N			
				Income bonds, 1907.				1st M., 8s, end. M. C., 1902 M&N			
				Chic. & Gr. Trunk—1st mort., 1900				Det. G. Haven & Mil.—Equip. 6s, 1915			
				Chic. & Iowa—2d M., 8s, 1901 J&J				Con. M., 5% till '84, after 6s, 1915			
				Chic. Pa. & Neb.—1st M., 7s, '92 F&A				Det. & Pontiac, 1st M., 8s, '86 A&O			
				Chic. & Mich. L. Sh.—1st, 7s, '89 M&S				Det. L. & North.—1st, 7s, 1907 J&J			
				Chic. Mil. & St. Paul.				Dub. & Dak.—1st M., 6s, 1919 J&J			
				P. & D., 2d M., 7-10s, 1898. F&A				Dubuque & Sioux C.—1st, 7s, '83 J&J			
				St. P. & Chic., 7s, g., 1902.				1st mort., 2d Div., 1894. M&S			
				Mil. & St. P., 2d M., 7s, 1884. A&O				Dunk. A. V. & P.—1st, 7s, g., 1890 J&D			
				La. C., 1st M., 7s, 1893.				East Penn.—1st M., 7s, 1888. M&S			
				I. & M., 1st M., 7s, 1897.				E. Tenn. Va. & Ga.—1st, 7s, 1900 J&J			
				Pa. & Dak., 1st M., 7s, 1899 J&J				1st mort., consols, 5s, 1930. J&J			
				Hast. & Dak., 1st M., 7s, 1910 J&J				Income, 6s, 1931.			
				Chic. & Mil., 1st M., 7s, 1900 J&J				E. Tenn. & Ga., 1st, 6s, '80-86 J&J			
				1st mort., consols, 7s, 1905. J&J				E. Tenn. & Va., end. 6s, 1886. M&N			
				1st M., I. & D. Ext., 7s, 1903 J&J				Eastern, Mass.—4s, g., 1903. M&S			
				1st M., 6s, S'thwest Div. 1909 J&J				Sterling debts, 6s, g., 1903. M&S			
				1st M., 5s, La. C. & Div. 1910 J&J				Elmira & Wmspt—1st, 6s, 1910 J&J			
				So. Minn. 1st 6s, 1910.				5s, perpetual.			
				Chic. & Pac. Div. 6s, 1910.				Erie & Pittsb.—1st M., 7s, '82 J&J			
				do West. Div. 5s, 1921 J&J				Cons. mort., 7s, 1898.			
				Mineral P. Div. 5s, 1910. J&J				Equipment, 7s, 1890.			
				Chic. & W. Sink—1st, 7s, 1900 J&J				Evans & Crawford, 1st, 7s, '87 J&J			
				Interest mort., 7s, 1883. M&N				Evans & T.H., 1st cons., 9s, 1921 J&J			
				Consol. mort., 7s, 1915.				Evans & T.H. & Co.—1st, 7s, g. M&N			
				Extens. mort., 7s, 1885.				Fitchburg—5s, 1899.			
				1st mort., 7s, 1885.				6s, 1898.			
				Consol., gold, 7s, cp., 1902. J&D				7s, 1894.			
				do do reg.				Flint & P. Marq.—1st m. l. g. 8s M&N			
				Sinking fund, 6s, '79, 1920. A&O				Mort. 6s, 1920.			
				Iowa Mid., 1st M., 8s, 1900 A&O				Flint & Holly, 1st, 10s, '88 M&N			
				Gal. & Chic. ext., 1st, 7s, '82 F&A				Bay C. & E. Sag.—1st, 10s, 32 J&J			
				Peninsula, 1st, conv. 7s, '83 M&S				H. W. & M.—1st, 8s, 1901 J&J			
				Chic. & Mil., 1st M., 7s, '98 J&J				Flushing & N. S.—1st, 7, 89. M&N			
				Chic. R. I. & Pac.—6s, 1917, coup. J&J				2d mort., 7s.			
				Chic. & S. W.—1st, 7s, guar., '99 M&N							
				Chic. St. L. & N. O.—1st cons. 1897. 7s							
				2d mort 6s, 1907.							
				Ten. Hen. 7s, 1897.							
				Miss. Cen. 1st M., 7s, '74-84. M&N							
				do 2d mort., 8s.							
				N. O. Jack & G. N. 1st, 8s, '96 J&J							
				do 2d M., 8s, '90, etc. A&O							
				do 2d mort. debt. A&O							
				Chic. St. P. Min. & Om.—Con. 6s, 1930							
				Ch. St. P. & Minn. 1st, 6s, 1918 M&N							
				Land grant, inc. 6s, 1898 M&N							
				North West, 1st 6s, 1930. J&J							
				St. Paul & S. City, 1st 6s, 1919 A&O							
				Chic. & La. C. 1st, 8s, 1901 M&N							
				Cin. Ham. & Dayt.—2d, 7s, '85 J&J							
				Consol. mort., 7s, 1905. A&O							
				do 6s, 1905. A&O							
				Cin. H. & I., 1st M., 7s, 1903 J&J							
				Cin. I. St. L. & Chic.—Con. 6s, 1920							
				Cin. & Indiana, 1st M., 7s, '92 J&J							
				do 2d M., 7s, '87 J&J							
				Indianapolis C. & L., 7s, '97 J&J							
				Ind. & Cin., 1st, 7s, '88 A&O							
				Cin. La. C. & N. 1st, 8s, '95 J&J							
				Cin. Rich. & Chic., 1st, 7s, '95 J&J							
				Cin. Rich. & F. W.—1st, 7s, g. J&D							
				Cin. Sandky & Cl.—6s, 1900. F&A							
				7s, 1887 extended.							
				Consol. mort., 7s, 1890.							
				Cin. & Sp.—7s, C.C. & I., 1901. A&O							
				7s, guar. L.S. & M.S., 1901. A&O							
				Chic. La. C. & N. 1st, 8s, '99 J&J							
				Consol. mort., 7s, 1914. J&J							
				Bellef. & Ind. M., 7s, 1899. J&D							
				Clev. & M. Val.—1st, 7s, g., '93 F&A							
				S. F. 2d mort., 7s, 1876.							
				Clev. & Pitts.—4th M., 6s, 1892 J&J							
				Consol. S. F., 7s, 1900.							
				C.C. & I. C.—1st cons., 7s, 1908. A&O							
				2d mort., 7s, 1909.							
				Trust Co. 1st, 7s, 1900.							
				do do supplementary.							
				Income 7s, 1890.							
				Chic. & Gt. East., 1st, 7s, '93-95.							
				Col. & Ind. C., 1st M., 7s, 1904 J&J							



GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.  
For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Iowa City & West—1st, 7s, 1909 M&S				Miss. & Tenn.—1st M., 8s, series "A"		130		Old Colony—(Continued)—			
Pa. Falls & St. Louis—1st, 7s, 1909 A&O	1120	120 1/2		8s, series "B"		118		7s, 1895		126	126 1/2
Rhacoe & Athens—1st M., 7s, g. J&J				Mo. K. & T.—Cons. ass. 1904-6 F&A		106 1/2	107	Oreg. & Cal.—Frankfort Com. Rec. x			
Jefferson—Hawley Br. 7s, '87 J&J				Consolidated 6s, 1920				Oreg. & Rome—1st M., 7s, 1913 M&N		120	122
1st mort., 7s, 1889				1st 6s, g. 1899 U. P. S. Br. J&J				Panama & Steamer—1st M., 7s, '97 A&O			
Jeff. Mad. & Ind.—1st, 7s, 1906 A&O	1116	117		2d mort. income, 1911		78	80	Sinking fund sub. 6s, 1910 M&N		107	
2d mort., 7s, 1910	1112	115		Boonev. B'g's, 7s, guar. 1906 M&N				Subsidy bonds, Eng. issue, 6s		111	113
Union RR. (Phil.)—1st, 6s, '82 J&J				Han. & C. Mo., 1st 7s, g. 90 M&N		108 1/2		Paris & Danville—1st M., 7s, 1903			
2d mort., 6s, 1900				do 2d, 1892				Paris & Dec't'r—1st M., 7s, '92 J&J		145	55
K. C. P. & Scott's G. 1st, 7s, 1908 J&D	109 1/2	110		Mo. Pac.—1st mort., 6s, gld. '88, F&A		107 1/2	107 1/2	Pekin Lin. & Dec.—1st, 7s, 1900 F&A			
Kansas C. Lawr. & So. 1st, 5s, 1909	104	105		Consol. 6s, 1920		104	104 1/2	Penna.—Gen. M., 6s, ep., 1910 Q—J		122	124
K. C. St. Jos. & C.B.—1st, 7s, 1907 J&J	119	120		2d mort., 7s, 1891			116	Gen'l mort., 6s, reg., 1910		121 1/2	
Kansas & Nebraska—1st mort.	84	86		Car. B., 1st mort., 6s, g. '93 A&O		110	115	Cons. mort., 6s, reg., 1903 Q—M		122 1/2	
2d mort.	26	32		3d mortgage, 7s, 1906				do 6s, coup., 1905 J&D		122 1/2	
Kentucky Cent.—6s, 1911 J&J	103 1/2			Income, 7s, 1892				Penn. Co., 6s, reg., 1907 Q—J			
Koonuk & Des M.—1st, 5s, guar. A&O	108			Mob. & Ala. Gr. Tr.—1st, 7s, gld. '95		30	40	do 1st M., 4 1/2s, 1921 J&J		99 1/2	
L. Erie & West—1st, 6s, 1919 F&A	69 1/2	71		Mobile & O.—1st pref. debentures		96 1/2	97	do 1st mort., 4 1/2s, reg.			
Income, 7s, 1899	99 1/2	100		2d pref. debentures		72	72 1/2	Penn. N.Y.—1st, 7s, '96 & 1906 J&D		108	108 1/2
Gandy Div. 6s, 1919	55	64		3d pref. debentures				Peoria Dec. & Ev.—1st, 6s, 1920 J&J		108	108 1/2
do income, 1920	106			4th pref. debentures				Incomes, 1920		75	
Laf. Bl. & Mun.—1st, 6s, 1919 M&N	106			New mortgage, 6s, 1927		113		Evansville Div., 1st 6s, 1906 M&S		102	103 1/2
do income, 7s, 1899	83			Morgan's L. & Tex.—1st, 6s, 1920 J&J				do income, 1920			
Lake Shore & Mich.—1st, 7s, '85 M&N	107 1/2			Morris & Essex—1st, 7s, 1914 M&N		134		Peoria Pekin & J.—1st, 7s, '94 J&J			
M. So. & N. S. F.—1st, 7s, '85 M&N	109	110 1/2		2d mort., 7s, 1891		118		Perkinston—1st M., 6s, 1887 A&O		105	
Cleve. & Tol., 1st M., 7s, '85 J&J	107	110		Bonds, 7s, 1900		119		Petersburg—1st M., 8s, '79-98 J&J		107	109
do 2d M., 7s, 1886 A&O	123	125		General mort., 7s, 1901 A&O		117	119	2d mort., 8s, 1902		120	123
Cl. P. & Ash, new 7s, 1892 A&O				Consol. mort., 7s, 1913 J&D		124 1/2		Phila. & Erie—2d M., 7s, 1888 J&J			
Buff. & E. new 7s, 1893 A&O				Nashua & Low.—6s, g., 1893 F&A		112 1/2	114	Gen. M. guar., 6s, g., 1920 J&J			
Buff. & State L., 7s, 1892 J&J				5s, 1900		103	106	Sunbury & Erie, 1st M., 7s, '97 A&O			
Det. Mon. & Iol., 1st, 7s, 1906				Nashv. Ch. & St. L.—1st, 7s, 1913 J&J		116 1/2	117 1/2	Phila. & Reading—1st, 6s, '90 J&J			
Jamestown & Frankl., 1st, 7s, '97 J&J				2d mort., 6s, 1901				do 2d mort., 7s, 1893			
do 2d M., 7s, '94 J&J				1st, Tenn. & Pac., 6s, 1917 J&J				do 2d mort., 7s, 1893			
Kalamazoo Al. & Gr. R.—1st, 8s, J&J				1st, M.C.M. W. & A., 6s, 1917 J&J				do 2d mort., 7s, 1912			
Kal. & Schoolcraft, 1st, 8s, '87 J&J				Nashv. & Decat'r.—1st, 7s, 1900 J&J				do 2d mort., 7s, 1912			
Kal. & Wh. Pigeon, 1st, 7s, '90 J&J				Natchez Jack. & Col.—1st, 7s, 1910				do 2d mort., 7s, 1912			
Dividend bonds, 7s, 1899 A&O	120	126		Nevada Cen.—1st 6s, 1904 A&O		107	110	do 2d mort., 7s, 1912			
L. S. & M. S., cons., ep., 1st, 7s, J&J	130	131		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
do cons., reg., 1st, 7s, 1900 Q—J	128 1/2	128 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
do cons., reg., 2d, 7s, 1903 J&J	126	126 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Lawrence—1st mort., 7s, 1903 J&J	126	126 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Lehigh & Lack.—1st M., 7s, '97 F&A				Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Lehigh Val.—1st, 6s, coup., '98 J&J	121			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
1st mort., 6s, reg., 1898	118	122		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
2d mort., 7s, 1910	131			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Gen. M., s. f., 6s, g., 1923 J&D	118	122		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Delaware Ld. Co. bds, end., 7s, '92 J&J				Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Little Miami—1st M., 6s, 1883 M&N	1104	105		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
L. Rock & Ft. Erie—1st, 7s, '95 J&J	113 1/2	113 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Little Schuylkill—1st, 7s, '82 M&N	112			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Long Island—1st M., 7s, 1898 M&N	110	115		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
2d mort., 7s, 1918	89	95		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Newtown & Fl., 1st, 7s, 1891	89	95		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
N. Y. & Rockaway, 7s, 1901 A&O	89	95		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Smith's N. & P. Jeff., 7s, 1901 M&S	119	121		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Loisv. C. & Lex.—1st, 7s, '97 J&J (ev)	119	121		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
2d mort., 7s, 1907	117 1/2	119		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Louisv. & N. Con.—1st, 7s, '95 J&J	101 1/2	110		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
2d mort., 7s, g., 1883	105 1/2	110		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Cecilian Br., 7s, 1907	100	100		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Louisville loan, 6s, '86-87 A&O	100	100		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Leb. Knov. 6s, 1931	125	127		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Menn. & O., 6s, 7s, g., 1902 J&J	118	118		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
M. & Clark's, 6s, 1901 F&A	102			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
N. O. & Mobile, 1st 6s, 1930 J&J	104			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Pennsola Div., 1st, 6s, 1908 A&O	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
St. Louis Div., 1st, 6s, 1921 M&S	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
do 2d, 6s, 1920 M&S	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Nash. & Dec., 1st, 7s, 1900 J&J	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
E. H. & N., 1st 6s, 1919 J&D	100 1/2	105		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Gen'l mort., 6s, 1930 J&J	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
So. & N. Ala., S. F., 6s, 1910 A&O	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Lav. N. A. & Chic.—1st, 6s, 1910 J&J	103			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Maine Cent.—1st, 7s, 1898 J&J	112			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Ext. bonds, 6s, g., 1900 A&O	112			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Cons. 7s, 1912 A&O	112			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Androscoq. & Ken., 6s, 1891 F&A	111	112		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Leeds & Farm't'n, 6s, 1901 J&J	111	112		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Portl'd & Ken., 1st, 6s, '83 A&O	111	113		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
do Cons. M., 6s, '95 A&O	111	113		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Man. Beach Imp. Hm., 7s, 1909 M&S	106			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
N. Y. & Man. Beach, 1st, 7s, '97 J&J	106			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Marietta & Ch.—1st M., 7s, '91 F&A	119			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Sterling, 1st M., 7s, g., 1891 F&A	118	123		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
2d mort., 7s, 1896	95	96		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
3d mort., 8s, 1890	50	50 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Scioto & Hock Val., 1st, 7s, M&N	106			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Balt. Short L., 1st, 7s, 1900 J&J	110			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Ch. & Balt., 1st, 7s, 1900 J&J	110			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Maryl'te Ho. & O.—Mar. & O., 8s, '92	118	122		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
6s, 1908	103	104		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Mass. Central—1st, 6s, 1893	98 1/2	98 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Memphis & Charleston—1st consol.	112			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
1st cons., Tenn. lien, 7s, 1915 J&J	112			Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Mem. & L. R'ck—1st, 4s (8s after '82)	113	116 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
Metrop'n Elev.—1st, 6s, 1908 J&J	103 1/2	103 1/2		Newark & N. Y.—1st, 7s, 1887 J&J		107		do 2d mort., 7s, 1912			
2d 6s, 1899	93 1/2										

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Alou C. & Pac. 1st M. 6s. '98 J&J				Archison & Great Western				Huntingdon & Broad Top		114 1/2	
So. & No. Ala.—Sink fd., 6s. 1910	112	114		Atl. & St. Law. leased, 6, 2	100	130	131	do do Pref.	50	130	30 1/2
So. Carolina—1st M. 7s. '82—88 J&J	106			Augusta & Savannah, leased	109			Illinois Central	100	130 1/2	131
1st, sterl. mort., 5s. g., '82—88 J&J	104			Baltimore & Ohio	100	190	200	Indiana Bloomington & West., new	100	49	49
Bds. 7s. '02, 2d M. unenjoined A&O	122	123		do Pref., 6	100	124 1/2	125 1/2	Iowa Falls & Sioux City	100	86	83
Bonds, 7s., non-mort.	100			Balt. & Ohio, 2d pref.	100	123	125	Jeff. V. Mad. & Ind'p's, l'ed. 7	100		
South Side, L.L.—1st 7, 1887	104			Washington Branch	100	8	13	Joliet & Chicago, guar.	100	88	88
So. Cen. (N.Y.)—1st 7s. 1899	103	100		Parkersburg Branch	100	165	165 1/2	Kansas City Ft. Scott & Gaur.	100	124	126
So. Pac. Cal.—1st 6s. g., 1905—6 J&J	103	103 1/2		Boston & Albany	100	44	45	do do Pref.	100	20	20
Southwestern (Ga.)—Conv. 7s. 1886	120			Bost. Clint. Fitchb. & New Bed.	100	128	130	do do Pref.	100	47	47
Summit Br.—1st 7s. 1903	100			do do Pref.	100	10	10 1/2	Lake Erie & Western	100	122 1/2	122 1/2
Sunb. Haz. & W-B.—1st 5s. 1928 M&N	100			Bost. Con. & Montreal	100	2 1/2	2 1/2	Lake Shore & Mich. So.	100	56 1/2	62
Susp. B. & Erie June.—1st M. 7s.	102 1/2	112		do do Pref., 6	100	110	112	Little Rock & Fort Smith	100	70 1/2	71
Syr. Bing. & N.Y.—consol. 7s. '06 A&O	106 1/2	125		Boston Hartford & Erie new	100	110	112	Little Rock & Fort Smith	100	55 1/2	56 1/2
Tex. Cent.—1st sk. fd., 7s. 1909 M&N	106 1/2			do do old	100	151 1/2	152	Long Island, leased, 8 guar.	100	18 1/2	18 1/2
Texas & Pac.—1st 6s. g. 1905 M&S	106	102 1/2		Boston & Lowell	100	64 1/2	64 1/2	Louisiana & Mo. Riv. Com.	100	95 1/2	95 1/2
Consol. mort., 6s. gold, 1915	101 1/2	74 1/2		Boston & Maine	100	162 1/2	164	Louisville & Nashville	100	75	75
Inc. and land gr. reg., 1915 July	74 1/2	89 1/2		Boston & New York Air L.	100	20	27	do do rights	100	134	137
1st (Rio Gr. Div.) 6s. 1930	89 1/2			Boston & Providence	100	100	100	Louisville New Albany & Chic.	100	175	175
Texas & St. Louis—1st 6s. 1910 J&A	73	92 1/2		Boston Revere Beach & Lynn	100	55	55	Lynn & Boston (street)	100	167 1/2	169
Land grant, incomes, 1920				Brooklyn Elevated	100	50	50	do do	100	23 1/2	24
Tol. Del's & Bur.—1st main, 6s. 1910				Brooklyn & Montauk	100	118	121	Manhattan Beach Co.	100	53 1/2	54 1/2
do 1st Dayton div. 6s. 1910				Buff. N. Y. & Erie, leased	100	50	50	Manhattan Railway	100	18 1/2	18 1/2
do 1st T'ry trust, 6s. 1910				Buffalo Pittsburg & Western	50	92	92	Marietta & Cincinnati, 1st pref.	50	11	11
Income, 6s. 1910				do Pref.	100	124	125	do do 2d pref.	50	74 1/2	74 1/2
Dayton Div. Inc. 6s. 1910				Burlington C. Rapids & North	100	50	50	Memphis & Charleston	25	106 1/2	106 1/2
United Co's N.J.—Cons. 6s. '94 A&O				Cairo & St. Louis	100	50	50	Metropolitan (street), Boston	50	127 1/2	127 1/2
Sterling mort., 6s. 1894	112	114		Cairo & Vincennes	100	50	50	Mexican National	100	24	24
do 6s. 1894	118	120		do Pref. 5 p. c.	100	50	50	do do Subscriptions	100	9 1/2	9 1/2
Cam. & Amb. mort., 6s. '89 M&N	116 1/2			California Pacific	100	50	50	Michigan Central	100	127 1/2	127 1/2
Union Pac.—1st M. 6s. g. '96—99 J&J	113 1/2			Cambridge (street), Boston	100	50	50	Middlesex (street), Boston	100	24	24
Land Grant, 7s. 1887—9	112 1/2	126 1/2		Camden & Atlantic	50	50	50	Midland of New Jersey	100	16	16
Sink F. 8s. 1893	122 1/2	124		do do Pref.	50	50	50	do do Class A	100	8 1/2	8 1/2
Om. Bridge, sterl. 8s. g., '96 A&O	102 1/2			Catawissa	50	55	55	do do Class B	100	50 1/2	50 1/2
Reg. 8s. 1893	105 1/2			do Old, pref.	50	50	50	Mine Hill & S. Haven, leased	50	61 1/2	61 1/2
Collateral trust, 6s. 1908	105 1/2			do New, pref.	50	53 1/2	53 1/2	Missouri Kansas & Texas	100	40 1/2	41
Colorado Cent., 1st 8s. g. '90 J&D	111			Cedar Falls & Minnesota	100	25	25	Missouri Pacific	100	106	106
Denver Pac., 1st M. 7s. g. '99 M&N	112 1/2			Cedar Rapids & Mo. and Ia. Ld.	100	146	148	do do rights	100	37 1/2	37 1/2
Kans. Pac., 1st 6s. g. c. p. t. f. & A	111			Central of Georgia	100	118	121	Morris & Essex, guar.	50	124 1/2	124 1/2
do 1st M. 6s. g. c. p. t. f. & A	112 1/2			Central Iowa	100	50	50	Nashua & Lowell, common	100	84	84
do 1st R. & L. G. D. Q. '90 M&N	112 1/2			do 1st pref.	100	100	100	Nashua & Rochester, guar.	100	56	58
do 1st M. 7s. g. '80 J&J	112 1/2			do 2d pref.	100	96	96 1/2	Newburg Dutchess & Conn., pref.	100	7	9
do Land 2d M. 7s. g. '86	112 1/2			Central New Jersey	100	50	47	New Jersey & New York	100	1	1 1/2
do Leav. Br. 7s. '96 M&N	112 1/2			Central Ohio	100	50	50	New Jersey Northern	100	100	100
do Inc. No. 11, 7s. 1916 M&S	109 1/2	110		do Pref.	100	50	50	N. London Northern, leased, 8	100	20	20
do Inc. No. 16, 7s. 1916 M&S	109 1/2	108		Central Pacific	100	50	50	New Orleans Mobile & Texas	100	20	20
do Denv. Div. 6s. ass. c. p. cert.	109 1/2	108		Charlotte Col. & Anuth.	100	48	50	New Orleans Pacific subscriptions	100	140 1/2	140 1/2
do 1st cons. M. 6s. 1919 M&N	104 1/2	103 1/2		Chesapeake & Ohio, common	100	28 1/2	29	N. Y. Central & Hudson Riv.	100	111 1/2	112
Utah Cen.—Gen. M. 7s. 1903	106	108		do 1st pref.	100	39	40	New York Elevated	100	210	210
Utah So.—Gen. M. 7s. 1903	109	109		do 2d pref.	100	30 1/2	31	do do Pref.	50	46 1/2	46 1/2
Utica & Bk B.—Mort. 7s. '91 J&J	50	51		Cheshire, pref.	100	60	62	N. Y. Erie & West.	100	90 1/2	90 1/2
Verm't & Can.—M. 8s.	50	51		Chicago & Alton	100	129 1/2	131	New York & New England	100	65 1/2	68
Mississquoi, 7s. 1891	12 1/2	13		do do Pref., 7	100	137	137 1/2	N. Y. Haven & Hartford	100	17 1/2	17 1/2
Vermont Cent.—1st M. 7s. '86 M&N	103	103 1/2		Chicago Burlington & Quincy	100	137	137 1/2	N. Y. Ontario & Western	100	32 1/2	32 1/2
2d mort., 7s. 1891	103	103 1/2		do do	100	137	137 1/2	New York Providence & Bos.	100	150	150
Income extension 8s.	50	51		Chicago & Canada Southern	100	6	6	Norfolk & Western, com.	100	20	22
Stanstead S. & C. 7s. 1887	103	103 1/2		Chicago & East Illinois	100	156 1/2	157	do do Pref.	100	54 1/2	54 1/2
Verm't Mass.—1st M. 6s. '83 J&J	103	103 1/2		Chicago Iowa & Nebraska	100	109	109 1/2	North Pennsylvania	50	59 1/2	60
Conv. 7s. 1895	103	103 1/2		Chicago Milwaukee & St. Paul	100	122	122	North & South Alabama	100	51 1/2	52
Vick. & Mer.—1st M. end. 7s. '90 J&J	105	115		do do Pref., 7	100	122	122	Northern Central	100	112	113
2d mort., end. 7s. 1890	105	115		Chicago & North Western	100	122	122	Northern New Hampshire	100	30 1/2	30 1/2
Virginia Midland—1st mort., 6s.	110	113		Chicago & Rock Island	100	135	135 1/2	Northern Pacific, common	100	80 1/2	80 1/2
2d mort., 6s.	107	109		Chic. St. L. & N. O.	100	77	80	do do Pref.	100	159	161
3d mort., 6s.	89	91		Chic. St. P. Minn. & Om., com.	100	41 1/2	42	Ogdenburgh & Lake Champ.	100	35	40
4th mort., 3-4-5s.	50	54		do do Pref.	100	103 1/2	103 1/2	Ohio Central	100	27 1/2	27 1/2
5th mort., 5s.	93 1/2	94		Chicago & West Michigan	100	83	85	do do Subscript'ns, \$400 pd.	100	43 1/2	43 1/2
Wabash—1st M. 6s. 7s. '90 ex. P&A	111 1/2			Cincinnati & Georgia subscriptions	100	83	85	Ohio & Mississippi	100	100	100
Mort., 7s. 1879—1909	108	108		Cin. Hamilton & Dayton	100	92	92	do do Pref.	100	21 1/2	21 1/2
2d mort., 7s. ext. 1897, ex. M&N	108	108		Cin. Indianapolis & St. Louis & Chic.	100	24 1/2	24 1/2	Old Colony	100	130	130
Equipment, 7s. 1883	60	64		Cin. Sandusky & Cleveland	50	51	53	Oregon & California	100	130	130
General mort., 6s. 1920	96 1/2	96 1/2		Clev. Col. Cin. & Indianapols	100	93	94	Oregon Short Line, subscriptions	100	80 1/2	82
Chic. Div. 5s. 1910	90	93		Clev. & Mahoning Val., leased	50	137 1/2	140	Oregon Trans-Cont., part paid	100	80 1/2	82
Havana Div. 6s. 1910	102	102		Clev. & Pittsburgh, guar.	7	82	82 1/2	Oswego & Syracuse, guar.	9	130	130
Tol. P. & West, 1st 7s. 1917	117			Columbia & Greenville, pref.	100	21	21 1/2	Panama Trust certs	100	193	193
do 2d pref. inc. conv.	101 1/2	110		Col. Chic. & Indiana Central	100	150	150	Paris & Decatur	50	63 1/2	63 1/2
Cons. mort., 7s. 1907, com. ex. P&A	105	107		Columbus & Xenia, guar.	8	50	50	Pennsylvania Company	50	50	50
Gt. West., Ill., 1st 7s. '88 ex. P&A	109	110		Concord & Portsmouth, guar.	7	100	100	do do Pref.	50	39 1/2	40 1/2
do 2d 7s. '93 ex. M&N	109 1/2			Connecticut & Passumpsic	100	170	171	Peoria Decatur & Evansville	100	39 1/2	40 1/2
Q'ncy & Tol., 1st 7s. '90, ex. M&N	107 1/2			Connecticut River	100	60	70	Philadelphia & Erie	50	50	50
Ill. & S. Ia., 1st 7s. '82, ex. P&A	100	102		Daubury & Norwalk	50	59	60	Philadelphia & Reading	50	68 1/2	68 1/2
St. L. K. C. & N. (rest.) 8, 7s. M&S	111 1/2	112		Dayton & Michigan, guar.	3 1/2	50	50	do do Pref., 7	50	50	50
do Om. Div. 1st 7s. 1919 A&O	113 1/2	114		Delaware & Bound Brook	100	116	116	Phila. & Trenton, leased, 10	100	36 1/2	36 1/2
do Clarin. Br. 6s. 1919 F&A	122 1/2			Delaware Lack. & Western	50	127 1/2	127 1/2	Pittsburg Cincinnati & St.	50	10	20
do No. Mo., 1st M. 1895 J&J	122 1/2			Denver & Rio Grande	100	82 1/2	80	Pittsb. & Connellsville, leased	50	10	20
Wab. Fund. 1907—Var. 7s. F&A	110			do do Sub. old.	100	80	80	do do Pref.	100	139	139
do Various 6s.	104			Denver So. P. & Pacific	100	21	21	Portland Saco & Portsm., l'ed 6	100	116	116 1/2
Warren (N.J.)—2d M. 7s. 1900	110			Des Moines & Fort Dodge	100	39	39	Port Royal & Augusta	100	24	24
1st mort., 6s. 1896	104			do do Pref.	100	80	85	Portsmouth Gt. Falls & Conway	100	133	133
Consol. mort., 7s. 1890	110 1/2			Det. Lansing & Northern, com.	100	114	114 1/2	Providence & Worcester	100	140	140
W. Jersey & At. 1st M. 6s. 1910 M&S	117	120		Dubugue & Sioux City	100	50	50	Rensselaer & Saratoga	100	118	120
West'n Ala.—1st M. 8s. '88	117	120		East Pennsylvan. leased	100	54 1/2	54 1/2	Richmond & Alle., subscriptions	100	104 1/2	105 1/2
2d mort., 8s. guar. '90	117	120		East Tennessee Virginia & Ga.	100	23 1/2	23 1/2	Richmond & Danville	100	85	85
West. Md.—End., 1st 6s. 90	118			do do Pref.	100	50 1/2	50 1/2	Richmond Fred. & P., common	100	125	125
2d mort., 6s. 1890	118			Eastern (Mass.)	100	91	93	do do Guar. 7	100	105	105
2d mort., pref. 6s. 1895	106 1/2	107 1/2		Eastern in N. H.	100	67	72	do do	100	97	99
2d, end. Wash. Co. 6s. 1890 J&J	112	113		Eel River	100	40	40	Richmond York River & C.	100	80	80
3d, end. 6s. 1900	114			Elmira & Williamsport	5	55	62	Rochester & Pittsburg	100	28	28
West'n Penn.—1st M. 6s. '93 A&O	112 1/2			Erie & Pittsburgh, guar.	7	150	151	do do rights	100	30 1/2	30 1/2
Pitts. Br., 1st M. 6s. '96 J&J	112 1/2			Fitchburg	100	27 1/2	28	Rome Watertown & Ogdensab.	100	80 1/2	80 1/2
Wheeling & L. Erie—1st 6s. g. 1910	108	110		Flint & Pere Marquette	100	94 1/2	95				
Wil. Columbia & Augusta, 6s											



GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD STOCKS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.
<b>R.R. STOCKS.</b>															
CONTINUED.															
Rutland.....100	3	5 1/4	25 1/2	27	Spring Valley—			Portland, Me., G. L. 50		80		Catalpa Silver.....10		1	1 1/8
do Prof. 7. 100	15	20	25 1/2	27	W.V., 1st, 1906, M&S			St. Louis G. L. 50				Central.....25		33	33 1/2
St. Joseph & Western.	54	54	54	54	Sterling Iron & Ry.			Laclede, St. Louis 100				Contentment Silver 25			
St. Louis Alt. & T. H. 100	93	93	93	93	Series B, Inc., 1894.			Carondelet, St. Louis 50				Copper Falls.....50		5	
do Prof. 100					Plain Income 6s, '91.		40	San Francisco G. L. 50	64 1/2	65 1/2		Dana.....25		25	30
Bellevue & S. Fr. 100	44	44 1/2	44 1/2	44 1/2	Western Union Tel.	117 1/2	118 1/2	<b>MANUFACTURING</b>							
St. Louis & San Fr. 100	68 1/2	70	68 1/2	70	7s, coup., 1900, M&N	117 1/2	118 1/2	<b>STOCKS.</b>							
do 1st pref. 100	103 1/2	107			Sterling 6s, 1900, M&S	104	107	Am. B.H.S.M. (Pa.) 12 1/2		150		Dawson Silver.....20		1 1/2	1 1/2
St. Paul & Duluth 100					<b>MISCELLANEOUS</b>			Am. Linen (Fall Riv.)		134 1/2		Duncan Silver.....20		45	50
do Prof. 100	107 1/2	107 1/2			Aspinwall Land.....10	6 1/2	7	Amory (N. H.).....100	2490	2500		Franklin.....25		12 1/2	12 1/2
St. P. Minn. & Man. 100	30	35			Boston Land.....10	7 1/2	8	Amoskeag (N. H.) 1000	138 1/2	139		Harshaw Silver.....20		30	50
Scioto Valley.....100	105				Boston Water Power.....	4 1/4	4 1/2	Androskog'n (Me.) 100	1300	1300		Humboldt.....25		25	40
Seab'd & Roanoke 100	105				Brookline (Mass.) L'd 5	50	70	Appleton (Mass.) 1000	1250	1300		Hungarian.....25		25	40
do Guar. 100					Canton Co. (Balt.) 100			Atlantic (Mass.).....100	180	180		Huron.....25		34	40
Selma Rome & Dalton	70 1/2	71			Cin. & Cov. B'dge pref.			Barnard Mfg. (F. R.).....	220	225		International Silver 20			
South Boston (str.) 50	43	45			Edison Electric Light.	900	1100	Bates (Me.).....100	220	225		Manhattan.....25		50	75
South Carolina.....100	25	30			Edison Ore Milling.....			Booth Co. (Mass.) 1000	2195	2200		Mesnard.....25		1 1/2	2 1/2
So. & No. Alabama.....					Iron Steamboat Co.....			Border City Mfg. (F. R.)	140	150		Minnesota.....25		29	30
S. West, Ga., g'd, 7. 100	54 1/2	54 1/2			Keokuk Motor.....			Boston Co. (Mass.) 1000	1400	1420		National.....25		12 1/2	13 1/2
Syr. Bing. & N. Y. 100	18 1/2	19			Keeley Motor.....			Boston Belting.....100	181	181		Oswego.....25		1 1/2	2
Summit Branch, Pa. 50					Louisville Bridge.....			Bost. Duck (Mass.) 700	1025	1075		Pontiac.....25		25	50
Tex. Cent. & Ind'nap. 50	54 1/2	54 1/2			McKay Sew'g Mach. 10	2 1/2	2 1/2	Cambria Iron (Pa.) 50				Quincy.....25		39 1/2	39 1/2
Texas & Pacific.....100	58	58			Maverick Land.....10	2 1/2	2 1/2	Chicopee (Mass.).....100	200	201		Ridge.....25		4	4 1/2
do Subs.....100					N.E. Mtg. Secur. (Bost.)	106	107	Chicocheo (N. H.).....500	300	305		Rockland.....25		35 1/2	35 1/2
Texas & St. Louis, subs	24	24			N. Hampshire Land 25	2 1/2	2 1/2	Collins Co. (Conn.).....10	11 1/2	12		Silver Islet.....25			
Tol. Delph. & Bur. 100	124	125			N. Y. & Tex. Ld., Lim. 50	32 1/2	32 1/2	Continental (Me.) 100	91	91 1/2		Star.....25			
U. N. J. R. & C. Co. 100	120 1/2	121			Land scrip.....100	161 1/2	161 1/2	Crest Mills (F. R.) 100	102	103 1/2		Sullivan (Me.) Silver 10		2 1/2	3 1/2
Union Pacific.....100					Oregon Ry. & N. Co. 100	47 1/2	48	Daval Mills (F. R.) 100	124	125		Superior.....25			
do Rights.....100	17	18			Pacific Mail S.S. Co. 100	131 1/2	131 1/2	Dwight (Mass.).....500	800	815		Winthrop.....25			
Vt. & Can., leased, 100	129	130			Pullman Palace Car 100	7	8	Everett (Mass.).....100	148	150		<b>GOLD &amp; SILVER</b>			
Vt. & Mass., leased, 6. 100	48 1/2	48 1/2			do Rights.....100	103	106	Fall Riv. Iron W. 1000				(N. Y. & SAN. FRAN.)			
Vicksb. & Meridian.....	88 1/2	89			2d pref. certificates.	145	147	Flint Mills (F. R.) 100	100	104		Alice.....5 1/4			
Wab. St. L. & Pac. 100	58 1/2	59			St. Louis Tunnel RR.....	105	109	Franklin (Me.).....100	113	114		Alpha Consol G. & S. 100	1 50	1 40	
do Prof. 100					St. Louis Transfer Co.			Great Falls (N. H.) 100	117 1/2	118 1/2		Alta Montana.....100			12
Warr'n (N.J.), 1st d. 7. 50					Sutro Tunnel.....10	140	150	Hamilton (Mass.) 1000	1230	1240		American Flag.....10			27
Westch. & Phila., pf. 50	37				U. S. Electric Light.....	110	150	Hartf. Carpet (Ct.) 100	261	266		Amie.....10			
West Jersey.....50					<b>EXPRESS STOCKS</b>	142	147	Holyoke W. Power 103	230	235		Bald Mount.....100			
West Jersey & Atlantic	15 1/2	18			Adams.....100	94 1/2	96	Jackson (N. H.) 1000	1420	1430		Bechtel.....100		50	
Western Maryland.....	98	105			American.....100	74	75 1/2	King Philip (F. R.) 100				Becher Silver.....100			
Wich. & Weldon, Ind., 7. 100	110				United States.....100	133	135	Lacombe (Me.).....100	930	950		Belle Isle.....100			
Wilson Central.....	23 1/2	23 1/2			Wells, Fargo & Co. 100			Lancaster M. (N. H.) 400	930	950		Belmont.....100			
Wor'ter & Nashua.....	61 1/2	63			<b>TELEGRAPH</b>			Lawrence (Mass.) 1000	1790	1800		Best & Belcher.....100			7
<b>CANAL BONDS.</b>					American District 100	50	50	Lowell (Mass.).....690	875	880		Bodie.....100			
Albany & Ches.....					American Union 100	50	56	Lowell Bleachery 200	250	255		Bonanza Chief.....1			
1st Mort., 6s, '86 J&J	41 1/2	42 1/2			Atlantic & Pacific 25	50	56	Lowell Mach. Shop. 500	1250	1260		Breece.....25			
Ches. & O., 6s, '70 Q-J					Franklin.....100	25	25	Lyman M. (Mass.) 100	121	121 1/2		Buckeye.....5			
Del. Div., 6s, '78 J&J					Gold & Stock.....25	89	93	Manchester (N. H.) 100	173	175		Bulldomingo.....50		6	6 1/2
Del. & H., 7s, '91 J&J					International O'ce'n 100	115	125	Mass. Cotton.....1000	1415	1426		Bullion.....100		17 1/2	
1st ext., 1891, M&N	107				Mexican.....100	90	95	Mechanics (F. R.) 100	128	132		Bulwer.....100		23 1/2	
7s, 1884, J&O	116 1/2				Mutual Union.....100	90	95	Merchants (F. R.) 100	165	170		Calaveras.....1		10	
Coup. 7s, 1894, A&O					do subs.....100	78	84	Merrimack (Mass.) 1000	230	250		Caledonia B. H. 100		73	77
Reg. 7s, 1894, A&O					Southern & Atlantic 25	86 1/2	86 1/2	Middlesex (Mass.) 100	500	550		California.....100			
1st Pa. d. ep. 7s, M&S	127 1/2	130			West Union.....100			Nashua (N. H.).....500	755	760		Carb. Hill.....10			
do reg. 7s, M&S					<b>TRUST CO'S</b>			Naumkeag (Mass.) 100	127	128		Centennial.....100		1 10	
James R. & K., 1st, 6s.	106				Brooklyn Trust.....25	147	155	N. E. Glass (Mass.) 375	80	91		Cherokee.....10		6	6 1/2
2d Mort., 6s, M&N	116				Central.....100	180		Newmarket.....1000	560	580		Chrysolite.....50		2	2 10
Leh. N., 6s, reg., '84 Q-J					Equitable.....100			Pacific (Mass.).....1000	1200	1210		Chumbar.....100		28	
RR. 6s, reg., '97 Q-J					Farmers' Loan & Tr. 25	300		Pepperell (Me.).....500	101			Climax.....25		19	22
Deb. 6s, reg., '77 J&D					Mercantile.....100	14	150	Rich. Bond (F. R.) 100	1100			Consol. Imperial.....100			
Conv. 6s, reg., '82 J&D					N. Y. Guar. & Ind. 100	130		Robeson (F. R.) 1000	130			Consol. North Slope.....		10	20
do 6s, reg., '94 M&S	111				N. Y. Life & Trust.....100	410		Sagamore (F. R.) 100	400	410		Consol. Pacific.....100		2 30	2 35
6s, ep. d. reg., '97 J&D					Real Estate Trust 100	200		Salmon Falls (N. H.) 300	54 1/2	55		Copper Knob.....1			
Cons. M., 1911 7s J&D					Union.....100	400	415	Sandw. Glass (Mass.) 80	130	140		Crown Point.....100		1	05
Louis & P., 3d, 6s, '81					United States.....100			Shove (Fall Riv.) 100	108	113		Dahlonega.....1			60
4th Mort., 6s, 1886					<b>IMPROVEMENT &amp; CONSTRUCTION</b>			Slade (Fall Riv.) 100	1430	1450		Dunkin.....10			
Morris.....					Am. Cable Construct'n	45	55 p	Stafford (Fall Riv.) 100				Durango.....5			
Boat'n, reg., '85 A&O					Am. Railway Imp'ment			Stark Mills (N. H.) 1000	140	140		Emp. Utah.....100			
New mort.					Cent. N. Y. Land Imp.	80		Tecumseh (F. R.) 100	1050	1100		Eureka Consol. 100		9 1/2	28
Pennsylvania.....					Continental Construc.	30	32 p	Thorndike (Mass.) 1000	160	170		Father De Smet 100			
6s, coup. 1910, J&J	100				Tremont & S. (F. R.) 500	97 1/2	99	Tremont & S. (F. R.) 500	220	230		Findie.....1			
Schuykill.....100					Union City (F. R.) 100	80		Union Mfg. (Md.).....	25	30		Freeland.....25			
1st Mort., 6s, 1897 Q-M	108 1/2				Union City (F. R.) 100	85		Washington (F. R.) 100	98 1/2	99		Gold Placer.....25			1 15
2d Mort., 6s, 1907 J&J					N. Y. Loan & Imp'ment	16	17 p	Washtangn (Mass.) 100	10	15		Gold Stripe.....100		35	
Mort. 6s, ep., '95 J&J	91 1/2				North River Construc.	92	95	Weed Sew. M. (Ct.) 25	10	15		Goodshaw.....100		7	
6s, imp. ep., '80 M&N					Oregon Improvement.	92	95	Weetamoe (F. R.) 100	110			Grand Prize.....100			
6s, imp. ep., 1913 M&N					Pacific R'way Imp'ment	85	92	William'te Linen (Ct) 25	1345	1350		Granville Gold Co. 1		03	
7s, bt. cap., 1915 M&N					Seranton Construct'n	85	92	York Co. (Me.).....750				Great Eastern.....1		12	14
7s, bt. cap., 1915 J&J					Texas & Col. Imp.	95	100	<b>COAL &amp; MISCEL.</b>				Green Mountain.....10		3 50	
8s, ep., 1915 J&J					<b>GAS STOCKS.</b>			<b>MINING STOCKS.</b>				Hale & Norcross.....100		3 1/2	
8s, ep., 1915 J&J					Balt. Consol. Gas.....500	805	807 1/2	American Coal.....25		60		Harshaw.....30		30	31
1st Mort., 6s, '83 M&N					Boston Gaslight.....25	29	31	Barclay Coal.....				Hibernia.....25		16 1/2	16 1/2
7s, bt. cap., 1915 M&N					East Boston.....100	111	112	Buck Mount'n Coal 50				Highland Chief.....25			
7s, bt. cap., 1915 J&J					South Boston.....100	111	112	Caribou Con. Min'g 10	2	2 1/2		Hon. Peter.....10			
1st Mort., 6s, '83 M&N					Brookline, Mass.....100	114 1/2	115	Cent. Arizona Min. 100	50 1/2	50 1/2		Hortense.....10			
7s, bt. cap., 1915 M&N					Cambridge, Mass.....100	143	143 1/2	Colorado Coal.....100	33 1/2	34 1/2		Hukill.....5			
7s, bt. cap., 1915 J&J					Chelsea, Mass.....100	95	96	Consolidated Md. 100	33 1/2	34 1/2		Independence.....100			15
1st Mort., 6s, '83 M&N					Dorchester, Mass.....100	92	92 1/2	Cumberland Coal 100				Iron Silver.....20		2 10	2 15
7s, bt. cap., 1915 M&N					Jamaica P'n, Mass.....100	133	135	Deadwood Mining.....	6 1/2	7 1/2		Kings Mountain.....10			
7s, bt. cap., 1915 J&J					Lawrence, Mass.....100	164	166	Excels' W. & M. Co. 100	99	104		Lacrosse.....10		20	
1st Mort., 6s, '83 M&N					Lowell.....100	68	70	George's Crk C'l (Md.)	19 1/2	20 1/2		La Plata.....10			1 50
7s, bt. cap., 1915 M&N					Lynn, Mass., G. L. 100	127	127 1/2	Homestake Min'g 100	2 1/2	2 1/2		Leviathan.....100			
7s, bt. cap., 1915 J&J					Mald. & Melrose.....100	97 1/2	98	Lehigh & Wilkes.....	3 1/2	3 1/2		Little Chief.....50		1 00	1 05
1st Mort., 6s, '83 M&N					Newton & Wat'n.....100	107	108	Little Pittsburgh.....	3 1/2	3 1/2		Lowland Chief.....50			
7s, bt. cap., 1915 M&N					Salem, Mass.....100	127	127 1/2	Mariposa L. & M. Coal 100	22	25		Lucerne.....10			
7s, bt. cap., 1915 J&J					Brooklyn, L. I.....25	131	131 1/2	Mont							

## GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

MINING STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	BANK STOCKS.		Bid.	Ask.	INSURANCE STOCKS.		Bid.	Ask.	
<b>GOLD &amp; SILVER MINING STOCKS.</b>				Fifth National.....100				Mechanics' B. Ass'n 50		100		<b>CINCINNATI.</b>				
CONTINUED.				First National.....100		225		Mechanics' & Tr.....25				Amazon (new stock) 20				93
Silver Nugget, new.....				Hide and Leather.....				Mercantile.....100		120		Cincinnati.....25				148
Sir Roderick Dhu.....10				Home National.....100				Merchants.....50		130		Citizens.....20				125
South Rodie.....				Merchants' Nat.....100				Merchants' Exch'ge 50		100		Commercial.....25				160
South Bulwer.....				Nat. B'k of Illinois.....100		135		Metropolitan.....100		170		Eagle.....100				115
South Hite, new.....25				Northwestern Nat.....100				Nassau.....100		107		Enterprise.....20				70
South Pacific.....				Union National.....100				New York.....100		145		Eureka.....20				176
Spring Valley.....1				Un. Stock Y'ds Nat.....100				N. Y. Nat. Exch'ge 100		100		Firemen's.....20				145
Standard.....100				<b>CINCINNATI.</b>				New York County.....100				Germania.....20				108
Tioga.....100				Citizens' National.....160				Ninth National.....100		120		Globe.....20				105
Tip Top.....100				First National.....218				North America.....70		100 1/2		Merchants' & Manuf.....20				97 1/2
Trinity.....10				Fourth National.....120		125		North River.....50		100		Miami Valley.....50				135
Tuscarora.....100				German National.....132 1/2		135		Oriental.....25				National.....100				130
Unadilla.....				Merchants' National.....122		125		Pacific.....50		150		Union.....20				80
Union Consol.....100				Metropolitan Nat.....122		125		Park.....100		162	170	Washington.....20				130
V. de W. G.....10				Nat. Lat. & Bk. of Com.....165				People's.....25		110		Western.....25				150
Willshire.....				Second National.....240		245		Phenix.....20		114		<b>HARTFORD, CONN.</b>				
<b>BANK STOCKS.</b>				Third National.....128		130		Republic.....100		144		Etta Fire.....100				233
<b>BALTIMORE.</b>				Union Nat.....100				Second National.....100				Atlas Insurance.....100				25
Bank of Baltimore.....135				Etta Nat.....100		130	132	Seventh Ward.....100				Connecticut.....100				136
Bank of Commerce.....25				American Nat.....50		75	77	Shoe & Leather.....100		126		Hartford.....100				300
Chesapeake.....25				Charter Oak Nat.....100		136	139	St. Nicholas.....100		122 1/2		National.....100				138
Citizens.....10				City Nat.....100		93	95	State of N. Y.....100		119		Orient.....100				114
Com. & Farmers.....10				Connecticut River.....50		53	56	Trademen's.....40		115		Phenix.....100				213
Farmers' B'k of Md.....31				Far. & Mech. Nat.....100		128	130	Union.....50		140		Steam Boiler.....40				80
Farmers' & Merch.....10				First Nat.....100		128	132	<b>PHILADELPHIA.</b>				<b>LONDON.</b>				
Farmers' & Planters.....25				Hartford Nat.....100		170	173	B'k of N. America.....275				Commercial Union.....25				73
First Nat. of Balt.....100				Mercantile Nat.....100		127	130	Central National.....240				Guardian.....50				78
Franklin.....12 1/2				National Exchange.....50		75	78	City National.....50				Imperial Fire.....25				162
German American.....100				Phenix Nat.....100		170	173	Commercial Nat.....50		68		Lancashire F. & L.....25				8 1/2
Howard.....1				State.....100		107	112	Commonwealth Nat.....31				Liv. & Lond. & Globe.....21 1/2				22
Marine.....30				<b>LOUISVILLE.</b>				Consolidation Nat.....30				North'n Fire & Life.....55				755 1/2
Mechanics.....10				Bank of Kentucky.....140		143		Corn Exchange Nat.....60				North Brit. & Mer.....8 1/2				66
Merchants.....10				Bank of Louisville.....95		96		Eight Nat.....100				Queen Fire & Life.....1				3 1/2
National Exch'ge.....100				Citizens' National.....138 1/2				Farmers' & Mech. N.....140				Royal Insurance.....3				29 1/2
People's.....25				City Nat.....100		139		Girard National.....40		80		<b>NEW ORLEANS.</b>				
Second National.....100				Falls City Tobacco.....91		93		Kensington Nat.....50		60		Crescent Mutual.....116				118
Third National.....100				Farmers' of Ky.....100		103	104	Manufacturers' Nat.....25		30 1/2		Factors' and Traders.....124				125
Union.....75				Farmers' & Drov.....100		108		Mechanics' Nat.....100		122 1/2		Firemen's.....69				122 1/2
Western.....20				First Nat.....100		145	105	Merchants' Nat.....50				Germania.....116 1/2				122 1/2
<b>BOSTON.</b>				German Ins. Co.'s.....100		105		Nat. B'k Commerce.....50				Hibernia.....115 1/2				120
Atlantic.....100				German Nat.....100		104		Nat. B'k German Nat.....50				Home.....40				95
Atlas.....100				German National.....133		135		Nat. B'k N. Liberties 50		140		Hope.....61				95
Blackstone.....100				Kentucky Nat.....100		137	139	Nat. B'k Republic.....120				Lafayette.....117				120
Blue Hill.....100				Louis Nat.....100		200	210	National Security.....100				Merchants' Mutual.....118				120
Boston Nat.....100				Masonic.....100		125	130	Penn National.....50		60		Mechanics' & Traders.....118 1/2				130
Brighton.....100				Merchants' Nat.....100		135	137	People's.....100		155		New Orleans Ins. Ass'n.....34				40
Brighton (Nat.).....100				Northern of Ky.....100		105		Philadelphia Nat.....100		215		New Orleans Ins. Co.....61				95
Broadway.....100				Second Nat.....100		106		Second Nat.....100				People's.....119 1/2				134
Bunker Hill.....100				Security.....100		147		Seventh Nat.....100		110		Sun Mutual.....126 1/2				134
Central.....100				Third National.....100		117		Sixth Nat.....100				<b>NEW YORK.</b>				
City.....100				Western Nat.....100		107		South Nat.....100				American Exch.....50				150
Columbian.....100				West Fin. Corp.....100		115		Southwark Nat.....50				American Exch.....100				108
Commerce.....100				<b>MONTREAL.</b>				Spring Garden.....100				Bowery.....25				200
Commonwealth.....100				British N. America.....103		103 1/2		22d Ward.....50				Broadway.....25				190
Continental.....100				Commerce.....50		140 1/2		Union Nat.....100				Brooklyn.....17				190
Eagle.....100				Dominion.....50		171 1/2		Western Nat.....50		83		Citizens'.....20				160
Eliot.....100				Du Peuple.....50		88	89	West Philadelphia.....110				City.....70				130
Exchange.....100				Eastern Townships.....50		118		<b>PORTLAND, ME.</b>				Clinton.....100				130
Everett.....100				Exchange.....100		140	141	Cumberland Nat.....40		59	61	Columbia.....30				108
Faneuil Hall.....100				Federal.....100		150	152	Canal Nat.....100		161	163	Commercial.....50				98
First National.....100				Hamilton.....100		118		Canal Nat.....100		163		Continental.....100				230
First Ward.....100				Hochelega.....100		95	98	Canal Nat.....100		163		Eagle.....40				230
Fourth National.....100				Imperial.....100		132 1/2	133	Canal Nat.....100		163		Empire City.....100				90
Freemans'.....100				Jacques Carier.....100		101 1/2	110	Canal Nat.....100		163		Exchange.....30				100
Globe.....100				Maritime.....100		100		Canal Nat.....100		163		Farragut.....50				120
Hamilton.....100				Merchants.....100		127 1/2	128	Canal Nat.....100		163		Firemen's.....17				90
Hide & Leather.....100				Molsons.....50		115	116	Canal Nat.....100		163		Firemen's Trust.....10				108
Howard.....100				Montreal.....200		195 1/2	199	Canal Nat.....100		163		Frank & Emp'um.....115				123
Manufacturers'.....100				Nationale.....50		9	9	Canal Nat.....100		163		German-American.....100				150
Market.....100				Philadelphia.....40		58	59	Canal Nat.....100		163		Globe.....50				130
Market (Brighton).....100				Quebec.....100		110		Canal Nat.....100		163		Greenwich.....25				270
Massachusetts.....250				Standard.....111 1/2		112		Canal Nat.....100		163		Guardian.....100				60
Maverick.....100				Toronto.....100		155	165	Canal Nat.....100		163		Hamilton.....15				120
Mechanics' (So. B.).....100				Union.....100		95	97	Canal Nat.....100		163		Hanover.....50				147
Merchandise.....100				Ville Marie.....100		95		Canal Nat.....100		163		Hoffman.....50				150
Merchants.....100				<b>NEW ORLEANS.</b>				Canal Nat.....100		163		Howard.....50				110
Metropolitan.....100				Canal & Banking.....100		130	140	Canal Nat.....100		163		Importers' & Trad.....50				100
Monument.....100				Citizens'.....100		134 1/2	135	Canal Nat.....100		163		Irving.....100				70
Mt. Vernon.....100				Germania Nat.....100		140	148	Canal Nat.....100		163		Jefferson.....30				145
New England.....100				Hibernia Nat.....100		126		Canal Nat.....100		163		Kings Co. (B'klyn).....20				210
North.....100				Louisiana Nat.....100		125 1/2	130	Canal Nat.....100		163		Knickerbocker.....40				116
North America.....100				Metropolitan.....100		103 1/2	105	Canal Nat.....100		163		Lafayette (B'klyn).....50				150
Old Boston.....50				Mutual Nat.....100		124	126	Canal Nat.....100		163		Lang.....100				60
Pacific.....100				New Orleans Nat.....100		165 1/2		Canal Nat.....100		163		Lenox.....25				60
Pawnee.....100				Peoples' Nat.....100		123 1/2	125	Canal Nat.....100		163		Long Isl'd (B'klyn).....50				115
Redemption.....100				State Nat.....100		123 1/2		Canal Nat.....100		163		Lorillard.....25				60
Republic.....100				Union Nat.....100		123	125	Canal Nat.....100		163		Manuf. & Builders.....100				140
Revere.....100				<b>NEW YORK.</b>				Canal Nat.....100		163		Manhattan.....100				130
Rockland.....100				America.....100		140	140	Canal Nat.....100		163		Mech. & Traders.....25				150
Second Nat.....100				American Exch'ge 100		124		Canal Nat.....100		163		Mercantile.....50				87
Security.....100				Brothers & Drovers.....121		132 1/2		Canal Nat.....100		163		Merchants.....50				115
Shoe & Leather.....100				Central National.....100		130		Canal Nat.....100		163		Montauk (B'klyn).....50				112
State.....100				Chase National.....100		130		Canal Nat.....100		163		Nassau (B'klyn).....50				160
Suffolk.....100				Chatham.....100		125		Canal Nat.....100		163		National.....37 1/2				115
Third Nat.....100				Chemical.....100		1781		Canal Nat.....100		163		New York City.....65				160
Traders'.....100				City.....100		235		Canal Nat.....100		163		N. Y. Equitable.....35				120
Tremont.....100				Citizens'.....25		150	150 1/2	Canal Nat.....100		163		New York Fire.....100				120
Union.....100				Commerce.....100		150		Canal Nat.....100		163		Niagara.....50				185
Washington.....100				Continental.....100		165		Canal Nat.....100		163		North River.....25				115
Webster.....100				East Exchange.....100		165		Canal Nat.....100		163		Pacific.....25				210
<b>BROOKLYN.</b>				East River.....25				Canal Nat.....100		163		Park.....20				123
Atlantic (State).....175				Eleventh Ward.....25				Canal Nat.....100		163		Peter Cooper.....20				195
Brooklyn.....111				First National.....100		800		Canal Nat.....100		163		Phenix (B'klyn).....50				140
First National.....235				Fourth National.....100		130		Canal Nat.....100		163		Republic.....100				70
Fulton.....113				Fulton.....30		130		Canal Nat.....100		163		Rutgers.....100				140
City National.....250				Fifth Avenue.....100				Canal Nat.....100		163		St. Nicholas.....52				60
Commercial.....100				German National.....75		92 1/2		Canal Nat.....100		163		Standard.....50				125
Long Island.....100				Germania.....100				Canal Nat.....100		163		Star.....100				80
Manufacturers'.....96				Greenwich.....25				Canal Nat.....100		163		Sterling.....100				120
Mechanics'.....190				Grocers'.....30				Canal Nat.....100		163		Trustees'.....25				100
Nassau.....17				Hanover.....100		135		Canal Nat.....100		163		United States.....25				115
Brooklyn Trust.....153				Importers' & Tr.....100		275		Canal Nat.....100		163		Westchester.....10				115
<b>CHARLESTON.</b>				Irving.....50		160		Canal Nat.....100		163		Williamsburg City.....50				210
B'k of Ches. (CBA) 100				Kings Nat.....100		145		Canal Nat.....100		163						
First Nat. Ches. 100				Manhattan.....50		135		Canal Nat.....100		163						
People's National 100				Marine.....100		145	150	Canal Nat.....100		163						
<b>CHICAGO.</b>				Market.....100		135		Canal Nat.....100		163						
Commercial Nat.....100				Mechanics'.....25		145		Canal Nat.....100		163						
Corn Exch. Nat.....100								Canal Nat.....100		163						



# Investments

AND

## STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

### ANNUAL REPORTS.

#### Cincinnati Indianapolis St. Louis & Chicago.

(For the year ending June 30, 1881.)

The President says: "During the year ending June 30, 1881, this company has operated, in addition to its main line of 175 miles from Cincinnati to Lafayette, and the Lawrenceburg branch, 2 miles long, which it owns, the Harrison Branch Railroad, 7 miles in length, at a rental of 7 per cent upon \$200,000 of stock or \$14,000 per annum; the Fairland Franklin & Martinsville Railroad, 33 miles, for operating expenses and taxes; the Cincinnati Lafayette & Chicago Railroad, from Lafayette to Kankakee, operated from Sept. 1, 1880, for operating expenses and interest upon its bonds, rentals and taxes. The rental paid last year was \$6,894, and the interest upon bonds not owned by this company \$39,200. Owing to the fact that possession was taken Sept. 1, 1880, only one coupon was paid upon the bonds. Hereafter the annual charge will be \$73,400 for bond interest and \$10,093 for rental.

"The total charges of the year for interest, rentals and taxes were \$610,728.

#### EARNINGS AND EXPENSES.

The gross earnings were.....	\$2,365,058
The operating expenses were.....	1,365,643
Leaving net.....	\$999,414
Deduct above charge for interest, rentals and taxes.....	610,728
Applicable to dividends on stock and improvements.....	\$388,686
From this 3 dividends of 1½ per cent each have been paid.....	180,000

Leaving a surplus of.....\$208,686

"The floating debt" at date of last report was about \$500,000. This was increased by purchase of 850 freight cars, at a cost of nearly \$450,000, and 13 locomotives, at a cost of \$110,000.

"This company also agreed, as part of the consideration for the lease, to carry the floating debt of the Cincinnati Lafayette & Chicago Railroad Company, amounting to \$139,000. It also advanced a large sum to aid in the construction of the Vernon Greensburg & Rushville Railroad. It also agreed to advance one-half, or \$300,000, towards building a connection from Kankakee, on the Cincinnati Lafayette & Chicago Road, to Seneca on the Rock Island Railroad.

"In order to provide funds for all the above, \$2,000,000 of new stock was issued, by authority of the stockholders, and sold to the stockholders of record of June 30, 1881, at 70 cents on the dollar. This gave \$1,400,000, a sum which, with the net earnings, was sufficient to pay all the above obligations and extinguish the floating debt. The condition of the property has been fully kept up to its standard of excellence during the year."

"On July 1 the directors of the company made a contract with the directors of the Vernon Greensburg & Rushville Railroad to operate the latter road for five years and pay interest upon its bonds, taxes and operating expenses, and carry, without interest, the debt due this company for material furnished in the construction of the road.

"The annual interest is 7 per cent upon \$450,000—not an excessive rental for 45 miles of road, and a very good contract for this company, considering the business we are thereby enabled to control for our main line."

"It will be seen that the net earnings for the year were nearly \$1,000,000—a sum sufficient to pay interest on bonded debt, rentals and taxes, and 6 per cent dividend upon the present stock of \$6,000,000. In addition to this we shall have the increase that will come from the additional equipment we have purchased, and the 87 miles of new railroad we are building.

"Since the close of the year, all through rates for freight and passengers have become demoralized, and average at the date of this writing not over one-half what they were last year. Thus far, it has not seriously affected our gross earnings, owing to the immense traffic it has created. The crops in many places are short, but on the lines of this company are believed to be above the average of the country."

The comparative statistics made up for the CHRONICLE are as follows:

Operations—	1877-78.	1878-79.	1879-80.	1880-81.
Passengers carried..	549,587	521,580	739,465	759,332
Freight mileage..	18,971,743	17,689,617	27,839,061	29,870,496
Rate p. pass. p. mile.	2.67 cts.	2.75 cts.	2.63 cts.	2.52 cts.
Freight (tons) moved.	457,135	540,813	1,180,504	1,255,984
Freight (tons) mileage.	41,000,163	48,637,903	105,567,682	128,936,363
Av. rate p. tn. p. mile	1.68 cts.	1.52 cts.	1.34 cts.	1.21 cts.
Earnings—				
Passenger.....	493,985	460,432	564,551	689,469
Freight.....	683,470	763,420	1,052,181	1,509,442
Mail, exp. rents, &c.	131,632	118,849	144,510	166,147
Total gross earnings.	1,309,087	1,342,701	1,761,242	*2,365,058

	1877-78.	1878-79.	1879-80.	1880-81.
Operating expenses—				
Maint. of way, &c.....	237,632	211,503	313,597	\$491,911
Maint. of equipment.....	102,613	141,253	262,820	221,684
Transportation exps.....	403,347	420,752	524,775	756,459
Taxes.....	43,192	35,422	34,622	37,925
Miscellaneous.....	27,916	25,871	42,306	46,889
Total.....	814,700	834,781	1,178,129	1,403,568
Net earnings.....	494,387	507,920	491,497	961,490

\* Includes F. F. & M. and Har. Br. roads, and C. L. & C. RR. for 10 mos.  
† Miscellaneous includes telegraph, stock killed, lost and damaged goods, insurance, gratuities and damages and Union Depot.

#### BALANCE SHEET, JUNE 30.

	1880.	1881.
Dr.		
Construction and equipment.....	\$11,493,050	\$12,337,951
Old claims.....	159,957	
Sundry railroad securities.....	87,071	295,261
Materials and supplies on hand.....	91,724	64,585
Due from sundry persons and accounts.....	155,777	245,045
Cash on hand.....	28,740	595,967
	\$12,016,322	\$13,539,171

	1880.	1881.
Cr.		
Cin. Indianapolis St. L. & Chic. capital stock.....	\$4,000,000	\$4,000,000
Indianapolis & Cin. RR. Co.'s bonds of 1858.....	1,600,000	1,600,000
Cincinnati & Ind. RR. Co.'s bonds of 1862.....	499,000	499,000
Do do funded coupons.....	1,501,000	1,432,000
Do do funded coupons.....	44,800	34,800
Ind. Cin. & Laf. RR. Co.'s bonds of 1867.....	2,800,000	2,790,000
Do do funded coupons.....	79,100	
Do do equipment bonds.....	187,000	68,000
Cin. Ind. St. L. & Chic. 1st consol. mort. bonds.....	789,000	1,076,000
Bills payable.....	261,906	1,392,194
Accounts payable.....	98,251	197,566
Unpaid interest.....	69,542	125,640
Due sundry persons and accounts.....	18,461	48,922
Profit and loss.....	67,261	275,947
	\$12,016,322	\$13,539,171

\* Includes advances for account new stock to be issued July 1, 1881.  
† Includes June payrolls and supplies, now paid.  
‡ Includes coupons due July 1, '80, and dividend due July 15, now paid.

#### Lake Erie & Western.

(For the year ending June 30, 1881.)

This company's fiscal year formerly ended Sept. 30, but now ends June 30. The following is from the report just issued:

#### EARNINGS AND EXPENSES.

	1879-80.	1880-81.	Increase.
Gross earnings.....	\$1,036,560	\$1,411,776	\$355,216
Operating expenses, including improvements, taxes, &c.....	802,675	1,094,202	291,527
Net earnings.....	\$253,884	\$317,574	\$63,690

The earnings in 1880-81, in detail, were as follows:

Passenger.....	\$323,474
Freight.....	979,632
Mail.....	22,710
Express.....	15,757
Mileage.....	70,202
Total.....	\$1,411,776

The surplus over fixed charges has been applied to improving the road. Of the operating expenses \$45,269 were on account of additions to property.

Since the issuing of the statement dated October 13, 1880, the extension from Fremont to a connection with the Lake Shore & Michigan Southern Railway at Sandusky has been completed, and is now in operation. For the purpose of building this extension there were issued and sold \$327,000 first mortgage bonds, \$600,000 income bonds and \$700,000 common stock, which, added to the indebtedness of the company as stated in the report referred to, would make the present liabilities, not including the equipment certificates, which are being retired as fast as they fall due, as follows:

Common stock.....	\$7,700,000
First mortgage bonds.....	4,642,000
Income bonds.....	3,985,000
	\$15,427,000
Equipment certificates unpaid.....	180,000
Total indebtedness June 30, 1881.....	\$15,607,000

Of the fund realized by the sale of securities above referred to there remains on hand \$75,000 unexpended.

The old and new lines comprised under the present organization of the Lake Erie & Western Railway Company are as follows:

	Miles.
Sandusky & Fremont Railroad.....	21.5
Lake Erie & Louisville Railroad.....	107.7
Indianapolis & Sandusky Railroad.....	53.5
Lafayette Muncie & Bloomington Railroad.....	120.0
Lafayette Bloomington & Mississippi Railroad.....	81.0
Total.....	383.7

The equipment consists of 43 locomotives, 27 passenger, baggage, mail and express cars, and 1,473 freight and other cars; and the General Manager recommends that 1,000 freight cars and 12 additional locomotives be placed upon the road at the earliest moment. The total number of passengers carried one mile was 10,832,564, the average rate being 2 3/8 cents; total number of tons freight carried one mile, 92,168,262, at an average of 0.995 cents.

The income and general accounts are as follows:

	INCOME ACCOUNT JUNE 30, 1881.	By sale of Sandusky Extension Securities.....
To balance June 30, '80.....	\$27,268	\$367,599
Operating expenses.....	1,094,202	5,000
Interest on 1st M. bonds.....	276,895	
Int. and prin. rolling stock certificates.....	40,333	
Construction and equip. Sandusky Extension.....	849,303	
Balance.....	76,464	\$2,364,457

## GENERAL BALANCE SHEET JUNE 30, 1881.

Assets.		Liabilities.	
Cost of road.....	\$14,623,006	Capital stock.....	\$7,700,000
Cost of equipment.....	931,130	Bonded debt.....	7,727,000
Bank accounts.....	199,439	Rolling stock certifi-	
Supplies on hand.....	104,035	cates.....	180,000
Due from agents.....	22,060	Accounts payable.....	113,109
Miscellaneous accounts	8,643	Unpaid wages—June	
Cash in hands of Treas-		rolls.....	61,356
urer.....	61,637	Foreign R. R. balances	50,558
Balance.....	18,579	New equip. charged to	
		operation.....	51,956
		Accrued int. not due..	84,550
	\$15,968,529		\$15,968,529

## GENERAL INVESTMENT NEWS.

**Atchison Topeka & Santa Fe—Southern Pacific.**—The *Louisville Courier-Journal* has the following: "The junction of the Atchison Topeka & Santa Fe and the Southern Pacific railroads at Deming, New Mexico, which completed the second through overland line between New York and San Francisco, was effected in March last. For the first month or two the through freight forwarded by this route was light in volume as compared with the older route. The business, however, has been steadily increasing, and is now very considerable. Mr. Stubbs, General Freight Agent of both the Central Pacific and the Southern Pacific, has, in a statement just made, given the statistics of east-bound freight by each line separately, covering the month of September. The quantity of through freight from California by both routes for that month is given in the annexed table:

	Central Pacific.	Southern Pacific.
From San Francisco.....	pounds 14,285,000	4,589,600
From Sacramento.....	2,150,500	41,400
From San Jose.....	2,821,700	237,600
From Stockton.....	26,600	27,200
From Marysville.....	49,100	400
From Oakland.....	951,600	502,500
From Los Angeles.....		464,900
Totals.....	19,284,500	5,863,600

"The total by both routes is 25,148,100 pounds, equal to 1,250 car-loads. There were 1,300 car-loads forwarded in August. In September, 1880, there were 23,679,300 pounds forwarded."

**Baltimore & Ohio.**—The Somerset & Cambria branch, between Somerset and Johnstown, Penn., thirty-six miles, was opened Nov. 3.

**Central of New Jersey.**—A meeting of income bondholders of this road was held at the office of William Alexander Smith, No. 40 Wall Street, on Thursday, to take action to secure the back interest on their bonds. Over \$500,000 worth of the bonds was represented, and a committee, consisting of Messrs. Putnam, Smith, Squire and Burnham, was appointed to take such steps as they may deem advisable in the matter.

**Cincinnati Indianapolis St. Louis & Chicago.**—The committee appointed by stockholders of the Indianapolis Cincinnati & Lafayette Railroad to take action for the recovery of the road from the new organization, have reported to the stockholders that the matter has been compromised for \$50,000. This is equal to 2 per cent on the stock after deducting the assessment. A dispatch received in this city, however, announces that a new suit will be instituted at once to redeem the road, in which fraud and collusion in the sale of the road to the company now known as the Cincinnati Indianapolis St. Louis & Chicago Railroad Company will be charged. This suit will be brought by persons who will be likely to accept no compromise that does not return the road to the stockholders.—*New York World*.

**Cleveland Columbus Cincinnati & Indianapolis—Cincinnati Hamilton & Dayton.**—A supersedeas bond to stay the execution of the judgment of the Court of Common Pleas was filed in the Supreme Court Nov. 3. This will bring the litigation to a standstill for a few days.

**Connecticut River Railroad.**—The annual report to the Railroad Commissioners shows total income of \$826,161 expenses, including taxes, \$590,110, net, \$246,051, with rentals amounting to \$19,027.

**Evansville & Terre Haute—Chicago & Eastern Illinois.**—The *Chicago Tribune* has the following:—"It has been heretofore announced that at the meeting of the directors of the Evansville & Terre Haute Railroad, held at New York, October 25, Mr. D. J. Mackey, of Evansville, was elected President of that company. It was also stated at the time that this meant an abrogation of the lease of this property to the Eastern Illinois. This prediction is now substantiated by an order just issued by President Mackey which retires the officers of the Eastern Illinois from the various positions they have held on the Evansville & Terre Haute Railroad, and in their places appoints new men. Mr. C. J. Hepburn has been appointed General Superintendent, in place of O. S. Lyford, resigned. Mr. G. J. Grammar will be General Freight and Passenger Agent. Mr. E. B. Morgan is appointed Auditor, in place of A. S. Dunham. Colonel Robert Forsyth ceases to be Traffic Manager of the Evansville & Terre Haute. Under the new management the Evansville & Terre Haute will be run independently, and neither the Eastern Illinois nor the Louisville & Nashville, both of which have tried to gain control, will be shown any special favors; but both roads will be treated alike. It appears that

the Chicago & Eastern Illinois holds four-tenths of the stock of the Evansville & Terre Haute, the Louisville & Nashville four-tenths and some Evansville parties the other two-tenths, which gives the latter the balance of power. The Evansville parties at first seemed to be inclined to favor the Eastern Illinois, and through their aid the latter obtained a lease of the property. But the Evansville parties were so worked upon by the Louisville & Nashville people that they determined to go back on their former action and place themselves in control of the property, in which scheme they succeeded at the last annual election."

**Galveston Houston & Henderson.**—Messrs. Jay Gould and Russell Sage have been chosen trustees of this road, vice N. A. Cowdrey and Joseph Rudd, Jr., and it is inferred that the road is about to become a part of the Gould system. The road runs from Houston, Tex., to Galveston, 50 miles, and is important as forming the connection of the International & Great Northern with the Gulf.—*Railway Age*.

**Gulf Colorado & Santa Fe.**—The Fort Worth branch is open for freight business to Cleburne, Texas, 317 miles from Galveston, and 99 miles from the main line at Temple Junction.

**Metropolitan Elevated.**—The counsel for Messrs. Burnham, Berry and other Metropolitan Elevated Railroad stockholders, who contest the legality of the action of the board of directors of that company in modifying the Manhattan lease without consulting the stockholders, opposed the placing on the New York Stock Exchange of the new "assented" stock. The directors of the Manhattan, the New York and the Metropolitan companies applied to the Committee on Securities of the Stock Exchange to have placed upon the list what they term the "assented" stock of the Metropolitan and New York companies—that is, the stock certificates upon which the directors have stamped out and canceled the guarantee of ten per cent dividends which the Manhattan lease calls for.

After hearing the application of Mr. Russell Sage and associates, the committee passed a resolution declining to recommend placing upon the list of the Exchange the stock of either the New York or the Metropolitan Elevated Railroad Company, as stamped under the alleged amended agreement, until such agreement shall have been ratified by the stockholders.

The Metropolitan and New York directors afterward decided to reopen the transfer books, which were closed without notice, but to issue no certificates of stocks except those upon which the guarantee has been canceled. Both companies will decline to pay dividends upon any stock except that which has been so canceled.

**Minnesota State Bonds.**—A press dispatch from St. Paul, Minn., November 2, says: "The House of Representatives to-day passed the Senate bill for the adjustment of the old bonded debt by a vote of 77 to 29. The only important amendment is one providing that the rate of interest on the new bonds shall be not to exceed 5 per cent, instead of 5 per cent absolutely. [The Senate has concurred in the amendment, and the bill now awaits the Governor's signature.] This will permit the Governor in his discretion to issue bonds at a lower rate if he finds that they can be placed on the market. At the election next Tuesday the people of the State will vote on a proposition for setting aside the public lands to establish a sinking fund for the payment of the State bonds."

**Missouri Pacific.**—Following is a comparative statement of earnings of the Missouri Pacific Railway Company and leased and operated lines for the current year to October 21, compared with those for the corresponding period last year:

	1881.	1880.	Increase.
Freight.....	\$8,942,942	\$7,205,472	\$1,737,470
Passenger—Local.....	1,761,571	1,249,588	511,982
Passenger—Foreign.....	835,841	879,321	43,479
Mails.....	285,470	241,338	44,131
Express freight.....	194,141	151,141	43,000
Miscellaneous.....	162,815	141,837	20,977
Totals.....	\$12,192,783	\$9,868,700	\$2,314,082

\* Decrease.

**New York Pennsylvania & Ohio.**—The annual election of the New York Pennsylvania & Ohio Railway was held at Cleveland Oct. 28. Rev. J. Lockington Bates, trustee, representing the English creditors of eight or more million dollars, cast the vote which decided the election. He voted for the following directors: S. L. Mather, W. H. Upson, P. D. Cooper, J. F. Clark, John Tod, Jarvis M. Adams, George Boyer, Henry B. Perkins, W. W. McFarland, Thomas Warnock, Robert Harris, W. W. Scarborough and W. J. McKinnie. Another ticket was offered by Mr. Edsall, claiming to represent \$14,000,000 of stocks and debts of the old Atlantic & Great Western, but was refused on the ground of non-registry. He then filed a long protest, which is in brief a protest against the scheme of reorganization, under which the road has been running one year. The sheriff also served a notice of a new suit to be brought to test the validity of the new corporation. After a consultation lasting about an hour, General Devereux, who has been President and Receiver of the Atlantic & Great Western Company, and President of the New York Pennsylvania & Ohio Company, bade farewell to those assembled and withdrew, abdicating his office. The other directors who are retired under this election are H. B. Payne, J. H. Wade and R. P. Ranney. J. M. Adams was elected President, J. F. Clarke Vice-President, and P. D. Cooper General Manager.

**Philadelphia & Reading.**—The McCalmonts have addressed a circular to the shareholders of the Philadelphia & Reading Railroad for the purpose of defeating Mr. Gowen.



## The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, November 4, 1881.

The most conspicuous feature in trade circles the past week has been the increased disposition of holders of domestic products to meet buyers, abandoning, for the present at least, the effort to force a further advance in values. Some important staples have consequently declined, and the export movement, which had been seriously retarded, begins to show more activity. The money market has been spasmodically tight, though there appears to be no scarcity of loanable funds. The rains have partially relieved the drought on the Atlantic coast, and the weather has become quite wintry west of the Alleghenies, frost being reported as far south as Texas, and snow having fallen in many places.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1881. Oct. 1.	1881. Nov. 1.	1880. Nov. 1.
Pork.....bbls.	19,881	2,5338	28,129
Beef.....tcs. and bbls.	269	757	3,204
Lard.....tcs.	48,846	44,707	14,908
Tobacco, foreign.....bales.	19,780	20,484	25,674
Tobacco, domestic.....bbls.	47,818	46,268	51,128
Coffee, Rio.....bags.	97,893	134,917	175,770
Coffee, other.....bags.	44,564	48,771	96,800
Coffee, Java, &c.....mats.	114,975	118,000	112,750
Sugar.....hhd's.	71,880	41,729	59,775
Sugar.....boxes.	690	10,697	7,676
Sugar.....bags, &c.	732,000	534,591	1,120,000
Melano.....hhd's.	63	52	6,374
Molasses, foreign.....hhd's.	2,959	2,080	2,274
Molasses, domestic.....bbls.	1,500	500	1,500
Hides.....No.	343,600	250,000	250,100
Otton.....bales.	84,276	113,456	78,731
Roan.....bbls.	23,319	18,718	55,800
Spirits turpentine.....bbls.	4,397	2,920	3,923
Tar.....bbls.	1,320	1,360	102
Rice, E. I.....bags.	9,500	23,800	15,000
Rice, domestic.....bbls. and tcs.	950	850	3,200
Linseed.....bags.	85,000	81,500	58,800
Baltipetre.....bags.	8,000	11,300	10,300
Jute butts.....bales.	2,300	2,200	4,500
Jute.....bales.	32,000	37,700	57,800
Kanila hemp.....bales.	2,445	5,262	17,646

Rio coffee advanced to 11½¢. for fair cargoes early in the week, but afterward liberal receipts caused some irregularity, and latterly the lower grades have been the best sustained, the better qualities showing some weakness; at the close, however, a somewhat steadier tone is noticeable. Mild grades have sold fairly at steady prices. Tea has steadily declined at the auction sales, Japan and Pingsuey green showing the most depreciation. Rice has been in fair demand and steady. Spices have been quiet and not very steady. Molasses has been quiet; a nominal quotation for new crop New Orleans to arrive is 75¢. Raw sugar has been quiet but firm; refined has been less active at a slight decline; granulated closed at 9½¢., crushed cut loaf and powdered, 10½¢., standard soft white "A," 9½¢.

Kentucky tobacco has remained quiet. Sales for the week are only 250 hhd's., of which 100 hhd's. for export and 150 for home consumption. Prices are nominally unchanged; lags, 60¢; leaf, 7¼@14¢. Seed leaf also rather quiet. Sales for the week 2,103 cases, as follows: 700 cases 1880 crop, Pennsylvania, 8½@20¢.; 53 cases 1879 crop, Pennsylvania, private terms; 400 cases 1880 crop, New England wrappers, 20@35¢.; 250 cases 1880 crop, State, 10@16¢.; 600 cases 1880 crop, Ohio, 4@13¢., and 100 cases 1880 crop, Wisconsin wrappers, 10@16¢. Also, 600 bales Havana at 86¢.@\$1 20.

Provisions have continued in their downward course. The Western markets have shown sharp declines and the lessened export and speculative interest have broken prices badly. To-day there was a better movement in lard; prime Western on the spot at 11 3/4¢.; November options sold at 11 3/5¢. 11 3/8¢.; December, 11 4/2¢. 11 3/7¢.; January, 11 6/5¢. 11 5/2¢.; February, 11 7/5¢. 11 6/5¢.; March, 11 8/0¢.; April, 11 8/5¢.; May, 12 1/2¢. 11 9/5¢.; refined to the Continent, 11 6/2¢. Bacon, beef and beef hams have ruled dull and nominally unchanged. Pork is very dull and quoted weak on the spot at \$17 50@ \$17 75; November and December options, \$17 50, and January, \$18. Tallow weak and dull at 7½@8¢. Stearine sold in a small way at 11½¢. Butter has been quiet and rather weak. Cheese has also been irregular at 11½@13¢. for good to prime State factory.

There has been a continued dullness in naval stores, and prices are barely supported. Spirits turpentine, 53½¢.; good strained rosin, \$2 52½. The Southern advices have been very weak. Petroleum has continued to decline, in sympathy with the foreign and primary markets. Refined in barrels, 7½¢.; crude certificates sold to-day at 86¢.@84¢., closing 84½@84¼¢. Ingot copper is more steady at 18½@18¼¢. for Lake. Hops have remained steady and have had a fair export call; State, 1881, 22@30¢.

There has latterly been a better tone to the market for ocean freight room. Rates have improved and a better movement is reported. To-day grain to Liverpool by steam, 3¼d.; cotton, 5-32@¼d.; flour, 1s. 3d. per bbl. and 10s. per ton; bacon, 12s. 6d.@15s.; cheese, 15s.; grain to London, by steam, quoted 4½d.; bacon, 17s. 6d.@20s.; cheese, 25s.; grain to Glasgow by steam quoted 4d. asked; grain to Bristol by steam, 4d.; do. to Antwerp by steam, 4½d.; grain to Cork, for orders, quoted 4s. 3d. per qr.; naptha to Havre, 3s. 3d.; refined in cases to Algiers, 17½¢.; do. to Trieste, 8s. 8d. per bbl.

## COTTON.

FRIDAY, P. M., November 4, 1881.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Nov. 4), the total receipts have reached 216,685 bales, against 203,241 bales last week, 184,531 bales the previous week and 185,056 bales three weeks since; making the total receipts since the 1st of September, 1881, 1,382,380 bales, against 1,642,064 bales for the same period of 1880, showing a decrease since September 1, 1881, of 259,684 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	2,252	4,504	1,260	2,954	1,900	3,077	15,947
Indianola, &c.....	.....	.....	.....	.....	.....	1,176	1,176
New Orleans.....	5,587	21,637	5,506	1,972	13,323	10,879	59,921
Mobile.....	1,464	3,180	2,756	1,343	997	2,376	12,121
Florida.....	.....	155	.....	.....	.....	499	654
Savannah.....	5,222	7,811	5,265	6,915	6,020	5,401	36,634
Brunswick, &c.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	5,845	7,556	4,705	5,034	4,398	5,572	33,110
Pt. Royal, &c.....	.....	.....	.....	.....	.....	121	121
Wilmington.....	1,800	1,915	1,500	1,224	1,091	2,160	9,690
Morehead City, &c.....	.....	1,224	.....	.....	.....	.....	1,224
Norfolk.....	5,087	4,794	5,617	4,443	4,671	4,992	29,554
City Point, &c.....	.....	.....	.....	.....	.....	1,782	1,782
New York.....	151	335	28	43	168	374	1,119
Boston.....	1,716	1,160	2,344	1,700	2,067	1,193	10,180
Baltimore.....	317	164	95	818	.....	.....	894
Philadelph'a, &c.....	.....	345	28	1,200	1,348	634	3,555
Totals this week.....	29,391	54,820	29,104	27,151	35,983	40,236	216,685

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1881, and the stocks to-night and the same items for the corresponding periods of last year.

Receipts to November 4.	1881.		1880.		Stock.	
	This Week.	Since Sep. 1, 1881.	This Week.	Since Sep. 1, 1880.	1881.	1880.
Galveston.....	15,947	160,607	28,671	181,141	79,728	65,314
Indianola, &c.....	1,176	6,606	675	6,189	.....	278
New Orleans.....	59,924	342,766	66,046	326,782	207,132	183,975
Mobile.....	12,121	77,281	19,535	101,651	26,399	28,559
Florida.....	654	1,992	529	4,143	.....	.....
Savannah.....	36,634	274,925	44,167	344,938	80,446	127,736
Brunswick, &c.....	.....	3,778	92	3,057	.....	.....
Charleston.....	33,110	198,040	30,050	259,848	93,948	112,883
Port Royal, &c.....	121	10,513	1,159	13,477	603	2,494
Wilmington.....	9,690	44,586	7,439	43,449	15,640	19,060
Morehead City, &c.....	1,224	3,997	1,712	7,596	.....	.....
Norfolk.....	29,554	178,516	34,299	226,652	45,171	51,161
City Point, &c.....	1,782	17,239	11,486	82,527	.....	.....
New York.....	1,119	7,999	3,111	16,573	115,207	83,033
Boston.....	10,180	35,550	1,110	20,690	3,420	2,526
Baltimore.....	894	8,664	515	6,520	15,657	21,999
Philadelphia, &c.....	3,555	9,421	1,172	11,831	10,258	6,549
Total.....	216,685	1,382,380	251,768	1,642,064	693,602	702,572

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1881.	1880.	1879.	1878.	1877.	1876.
Galveston, &c.....	17,123	29,246	26,893	26,649	16,195	26,836
New Orleans.....	59,924	66,046	58,430	27,755	53,794	50,448
Mobile.....	12,121	19,535	16,066	11,069	17,888	23,527
Savannah.....	36,634	44,167	42,829	30,225	31,727	27,571
Charleston, &c.....	33,231	31,209	25,943	28,910	31,103	28,540
Wilmington, &c.....	10,914	9,151	5,025	9,992	10,338	6,378
Norfolk, &c.....	31,338	45,785	38,133	29,639	33,106	35,661
All others.....	16,402	6,729	11,828	18,645	4,625	12,749
Tot. this w'k.....	216,685	251,768	225,087	182,874	198,776	211,810
Since Sept. 1.....	1,382,380	1,642,064	1,447,222	1,188,229	931,150	1,220,797

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 114,280 bales, of which 47,991 were to Great Britain, 10,152 to France and 56,117 to rest of the Continent, while the stocks as made up this evening are now 693,602 bales. Below are the exports for the week and since September 1, 1881.

Exports from—	Week Ending Nov. 4.			From Sept. 1, 1881, to Nov. 4, 1881		
	Great Brit'n.	France.	Continent.	Great Britain.	France.	Continent.
Galveston.....	4,709	.....	5,424	49,798	2,075	61,709
New Orleans.....	7,580	.....	19,967	104,687	38,416	180,333
Mobile.....	865	.....	865	4,525	.....	4,525
Florida.....	.....	.....	.....	.....	.....	.....
Savannah.....	6,884	3,000	21,746	49,387	8,285	41,894
Charleston.....	2,571	3,990	5,100	38,323	9,306	20,299
Wilmington.....	1,278	.....	1,278	8,906	.....	1,424
Norfolk.....	15,815	.....	15,855	60,418	.....	5,838
New York.....	3,887	2,372	1,823	70,970	10,643	18,358
Boston.....	3,601	.....	3,601	20,298	.....	1
Baltimore.....	775	.....	2,057	2,839	15,006	11,539
Philadelph'a, &c.....	928	.....	928	7,466	.....	50
Total.....	47,991	10,152	36,117	483,576	66,900	148,839
Total 1880.....	54,415	29,397	35,821	149,433	578,704	178,782

\*Includes exports from Port Royal, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

NOV. 4, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	16,774	23,316	9,489	3,886	53,465	153,667
Mobile.....	Not recd.	Not recd.	Not recd.	Not recd.	Not recd.	Not recd.
Charleston.....	8,487	None.	12,000	550	21,037	72,911
Savannah.....	5,200	None.	17,000	4,500	26,700	53,740
Galveston.....	4,655	1,113	2,423	5,458	14,049	65,679
New York.....	2,100	None.	300	None.	2,400	112,582
Other ports.....	7,000	None.	900	3,200	11,100	79,649
<b>Total.....</b>	<b>44,216</b>	<b>24,429</b>	<b>42,512</b>	<b>17,594</b>	<b>128,976</b>	<b>538,228</b>

\* Included in this amount there are 225 bales at presses for foreign ports, the destination of which we cannot learn.

The speculation in cotton for future delivery has not been active, and the fluctuations in valuations were confined within comparatively narrow limits. There has been less of mere manipulation, but legitimate influences have asserted themselves more effectively. On Saturday the indications that the yield of the current crop, even at the reduced estimates now current, will be sufficient for the wants of the spinners of the world, caused some depression, which was increased on Monday, under the very large receipts reported at the ports and at the principal interior towns of the South on that day; but on Tuesday the speculation for the advance revived, the crop movement being smaller and the weather at the South having become bad for picking operations. On Wednesday, however, the market weakened again, but the decline was slight, as Liverpool reports were rather better. Yesterday (Thursday) there was a firmer opening, on reports of bad picking weather in the Atlantic States and a white frost in the Northern Belt; but the demand was limited, and the close was again weak. To-day there were advances of a few points, but no general activity. Cotton on the spot has met with a moderate but general demand. Prices remained unchanged until yesterday, when the low grades were advanced 1-16¢, the high grades advanced 1-16¢, and the medium grades unchanged. To-day the market was quiet at 1 1/2¢ for middling uplands.

The total sales for forward delivery for the week are 413,600 bales. For immediate delivery the total sales foot up this week 6,988 bales, including 2,330 for export, 3,160 for consumption, 1,398 for speculation and 100 in transit. Of the above, 100 bales were to arrive. The following are the official quotations and sales for each day of the past week.

Oct. 29 to Nov. 4.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 8 3/4	8 3/4	8 3/4	8 3/4	9	9	9	9	9	9
Strict Ord. 9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Good Ord. 10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Str. G'd Ord. 10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Low Midd'g. 11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Str. L/w Mid. 11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Middling. 11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4
Good Mid. 12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4
Str. G'd Mid. 12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4
Midd'g Fair. 12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4	12 3/4
Fair. 13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4	13 1/4

  

STAINED.	Sat.			Mon.			Tues.			Wed.			Th.			Fri.		
	Ex.	Con.	Spec.	Ex.	Con.	Spec.	Ex.	Con.	Spec.	Ex.	Con.	Spec.	Ex.	Con.	Spec.	Ex.	Con.	Spec.
Good Ordinary.....	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4
Strict Good Ordinary.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Low Middling.....	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4	10 1/4
Middling.....	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4

## MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex.	Con.	Spec.	Trans.	Total.	Sales.	Deliveries.
Sat. Quiet and steady	450	505	204	.....	1,159	57,700	300
Mon. Dull.....	950	342	.....	.....	1,292	75,400	100
Tues. Firm.....	500	417	688	.....	1,605	66,600	400
Wed. Quiet.....	.....	924	267	100	1,291	73,900	700
Thurs. Firm at rev. quo.	.....	538	.....	.....	538	71,000	800
Fri. Dull.....	430	434	239	.....	1,103	69,000	1,000
<b>Total.....</b>	<b>2,330</b>	<b>3,160</b>	<b>1,398</b>	<b>100</b>	<b>6,988</b>	<b>413,600</b>	<b>3,300</b>

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market Prices and Futures.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	
Saturday, Oct. 29—	Variable	2,400	7,100	20,700	5,400	13,400	3,400	600	1,100	.....	400	
Sales, total.....	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	
Closing.....	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	
Monday, Oct. 31—	Lower.	4,200	8,200	29,400	5,500	16,600	3,000	1,900	500	900	200	
Sales, total.....	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	11 44 @ 11 48	
Closing.....	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	11 43—11 49	
Tuesday, Nov. 1—	Firmer.	6,600	5,300	27,300	9,400	11,400	1,300	4,000	600	700	.....	
Sales, total.....	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	11 48 @ 11 53	
Closing.....	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	11 48—11 53	
Wednesday, Nov. 2—	Steady.	4,300	7,200	33,600	10,800	13,800	1,700	1,700	700	100	.....	
Sales, total.....	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	11 51 @ 11 54	
Closing.....	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	
Thursday, Nov. 3—	Variable.	1,500	19,500	13,800	11,400	13,400	1,100	2,400	1,900	500	600	
Sales, total.....	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	11 54 @ 11 58	
Closing.....	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	11 50—11 51	
Friday, Nov. 4—	Firmer.	2,900	9,500	24,800	5,700	16,400	4,200	2,000	300	.....	1,100	
Sales, total.....	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	11 51 @ 11 57	
Closing.....	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	11 50—11 54	
Sales since Sept. 1, 81	413,600	21,800	56,800	134,500	31,200	91,000	14,700	13,600	5,100	2,200	2,300	
Total sales this week.	416,400	477,100	1,180,300	2,819,500	726,100	770,100	227,300	153,600	71,400	19,600	5,000	

\* Includes sales in September, 1881, for September, 314,000; October for September, 1882, 600.

Transferable Orders—Saturday, 11:55; Monday, 11:50; Tuesday, 11:55; Wednesday, 11:55; Thursday, 11:55; Friday, 11:55.

Short Notices for November—Saturday, 11:51; Tuesday, 11:54; 11:55.

The following exchanges have been made during the week:

44 pd. to exch. 400 Jan. for April.	11 pd. to exch. 400 Nov. for Dec.
65 pd. to exch. 200 Jan. for May.	13 pd. to exch. 800 Mar. for April.
27 pd. to exch. 100 Feb. for April.	28 pd. to exch. 700 Nov. for Jan.
400 Nov. s. n. 3d. for regular, even.	31 pd. to exch. 200 Jan. for Mar.
23 pd. to exch. 100 Nov. for Jan.	19 pd. to exch. 100 Dec. for Jan.
18 pd. to exch. 200 Dec. for Jan.	36 pd. to exch. 300 Mar. for June.
17 pd. to exch. 2,000 Dec. for Jan.	

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Nov. 4), we add the item of exports from the United States, including in it the exports of Friday only:

Stock at Liverpool.....	1881.	1880.	1879.	1878.
Stock at London.....	509,000	407,000	296,000	287,000
	46,000	42,200	52,831	33,750

Total Great Britain stock. 555,000 449,200 348,831 320,750



	1881.	1880.	1879.	1878.
Stock at Havre .....	131,000	58,200	82,020	115,500
Stock at Marseilles .....	4,300	7,640	438	1,750
Stock at Barcelona .....	50,800	32,800	3,873	7,000
Stock at Hamburg .....	13,000	3,700	1,500	3,500
Stock at Bremen .....	38,500	24,500	19,900	23,000
Stock at Amsterdam .....	16,800	10,400	17,300	32,500
Stock at Rotterdam .....	1,360	1,570	3,760	6,750
Stock at Antwerp .....	2,300	981		2,750
Stock at other continental ports.	13,500	12,500	5,091	7,730

Total continental ports.....	282,360	152,291	133,880	200,500
Total American stocks.....	837,360	601,491	482,711	521,250
India cotton afloat for Europe.....	99,000	60,000	81,912	104,000
Amer'n cotton afloat for Europe.....	305,000	449,000	376,827	327,000
Egypt, Brazil, &c., afloat for Europe.....	33,000	29,000	44,285	27,000
Stock in United States ports .....	693,602	702,166	585,993	483,073
Stock in U. S. interior ports.....	254,938	204,759	133,905	149,498
United States exports to-day.....	10,000	14,000	50,000	14,000

Total visible supply.....2,232,900 2,060,416 1,755,633 1,625,821

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	399,000	278,000	168,000	144,000
Continental stocks.....	124,000	69,000	48,000	152,000
American afloat for Europe.....	305,000	449,000	376,827	327,000
United States stock.....	693,602	702,166	585,993	483,073
United States interior stock.....	254,938	204,759	133,905	149,498
United States exports to-day.....	10,000	14,000	50,000	14,000

Total American.....	1,790,540	1,716,925	1,358,725	1,269,571
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East Indian, Brazil, &c.—				
Liverpool stock.....	110,000	129,000	130,000	143,000
London stock.....	46,000	42,200	52,831	33,750
Continental stocks.....	154,360	83,291	87,890	48,500
India afloat for Europe.....	99,000	60,000	81,912	104,000
Egypt, Brazil, &c., afloat.....	33,000	29,000	44,285	27,000

Total East India, &c.....	442,360	343,491	396,908	356,250
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Total American.....	1,790,540	1,716,925	1,358,725	1,269,571
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Total visible supply.....	2,232,900	2,060,416	1,755,633	1,625,821
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Price Mid. Up., Liverpool.....	6 3/4d.	6 1/2d.	6 1/4d.	5 1/2d.
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The imports into Continental ports this week have been 18,300 bales.

The above figures indicate an increase in the cotton in sight to-night of 172,484 bales as compared with the same date of 1880, an increase of 477,267 bales as compared with the corresponding date of 1879 and an increase of 607,079 bales as compared with 1878.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1880—is set out in detail in the following statement:

	Week ending Nov. 4, '81.			Week ending Nov. 5, '80.		
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga. ....	10,357	6,355	21,515	11,337	7,052	17,412
Columbus, Ga. ....	5,844	4,202	16,065	5,570	3,782	13,886
Macon, Ga. ....	4,429	3,527	9,719	3,985	3,097	7,937
Montgomery, Ala. ....	5,481	5,103	9,911	4,432	4,408	11,440
Selma, Ala. ....	4,209	3,520	8,743	5,036	4,469	7,567
Memphis, Tenn. ....	17,800	7,671	55,882	21,344	14,825	47,958
Nashville, Tenn. ....	3,855	1,728	10,387	4,361	1,341	9,663
Dallas, Texas. ....	1,241	1,635	5,606	2,353	2,529	3,097
Jefferson, Tex. ....	381	365	803	4,049	2,740	2,800
Shreveport, La. ....	2,844	2,868	8,121	2,605	1,520	7,911
Vicksburg, Miss. ....	7,665	5,726	9,006	4,702	3,785	5,501
Columbus, Miss. ....	1,749	324	6,071	1,022	607	2,287
Enfauila, Ala. ....	2,487	2,352	2,393	2,135	1,765	3,227
Griffin, Ga. ....	2,259	1,349	5,031	2,414	2,444	3,045
Atlanta, Ga. ....	9,168	4,310	21,005	6,074	5,410	16,010
Rome, Ga. ....	6,817	3,543	10,732	5,299	5,558	11,723
Charlotte, N. C. ....	1,815	1,462	1,000	1,423	1,423	1,423
St. Louis, Mo. ....	17,194	12,945	48,299	15,217	11,435	27,312
Cincinnati, O. ....	11,565	11,191	4,918	9,984	9,881	5,573
Total, old ports.....	116,970	80,182	234,938	113,164	88,081	204,759
Newbury, S. C. ....	900	658	1,000	762	745	266
Raleigh, N. C. ....	3,308	3,300	3,045	3,163	3,000	2,222
Petersburg, Va. ....	1,901	1,509	2,737	1,939	1,711	649
Louisville, Ky. ....	1,419	631	3,375	1,421	636	3,901
Little Rock, Ark. ....	1,812	604	3,791	1,050	1,000	686
Breunham, Tex. ....	636	1,370	1,616	1,340	1,214	1,870
Houston, Tex. ....	17,389	17,973	19,098	29,263	24,728	26,209
Total, new ports.....	27,863	26,045	35,202	38,938	33,034	35,803
Total, all.....	144,833	106,227	290,140	152,102	121,115	240,562

\* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 36,788 bales, and are to-night 50,179 bales more than at the same period last year. The receipts at the same towns have been 3,806 bales more than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Interior Ports			Rec'pts from Plant'ns.		
	1879.	1880.	1881.	1879.	1880.	1881.	1879.	1880.	1881.
Aug. 19. ....	4,843	8,896	30,538	7,463	29,884	39,744	829	2,787	10,917
" 26. ....	4,875	21,128	35,078	7,301	27,793	38,753	4,718	19,081	36,087
Sept. 2. ....	15,920	42,083	45,722	9,598	21,770	35,604	16,217	36,000	46,661
" 9. ....	30,034	61,117	70,612	14,569	25,350	49,938	35,019	64,897	78,108
" 16. ....	78,938	162,685	92,059	33,896	39,094	59,135	82,206	115,238	108,164
" 23. ....	127,729	186,431	110,439	40,774	61,006	87,191	144,607	159,338	138,498
" 30. ....	162,303	172,531	132,699	53,307	78,735	107,834	173,736	189,947	150,859
Oct. 7. ....	169,403	199,064	170,810	68,913	103,086	132,973	186,114	223,441	196,449
" 14. ....	181,714	210,387	185,056	81,227	121,801	169,159	191,028	229,176	221,313
" 21. ....	214,461	236,341	184,531	95,901	132,705	196,065	220,277	279,311	211,467
" 28. ....	245,618	254,880	203,241	117,735	179,476	218,150	265,355	281,711	225,206
Nov. 4. ....	225,087	251,765	216,685	139,905	204,759	254,938	243,927	276,851	253,475

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1881 were 1,601,783 bales; in 1880 were 1,825,880 bales; in 1879 were 1,573,826 bales.

2. That, although the receipts at the out-ports the past week were 216,685 bales, the actual movement from plantations was 253,473 bales, the balance going to increase the stocks at the interior ports. Last year the receipts from the plantations for the same week were 276,851 bales and for 1879 they were 243,357 bales.

WEATHER REPORTS BY TELEGRAPH.—The temperature has been lower during the past week throughout the greater portion of the South. Killing frosts are reported from some sections, but there appears to be little damage except in Northern Texas.

Galveston, Texas.—It has rained hard on three days of the past week, the rainfall reaching one inch and ninety-six hundredths. The killing frost this week was confined to the northern third of the State. Average thermometer 67, highest 79, lowest 47. During the month of October the rainfall reached ten inches and eighty-one hundredths.

Indianola, Texas.—We have had showers on two days the past week, with a rainfall of nineteen hundredths of an inch. The thermometer has ranged from 48 to 80, averaging 66. The rainfall during the month of October reached five inches and twenty-six hundredths.

Corpuscular, Texas.—Telegram not received.

Dallas, Texas.—The weather has been cold and dry during all of the past week. We have had a killing frost on one night this week, covering all of northern Texas, where, it is claimed, the plant has been killed. The thermometer has averaged 54, ranging from 39 to 75. The rainfall reached nine inches and sixty-five hundredths during October.

Brenham, Texas.—The weather has been cold and dry during all the past week. We have had a frost this week, but not a killing frost. Picking is progressing finely. The thermometer has averaged 60, the highest being 77 and the lowest 44. During the month of October the rainfall reached four inches and twenty-five hundredths.

New Orleans, Louisiana.—We have had rain on four days of the past week, the rainfall reaching one inch and eighty-seven hundredths. The thermometer has averaged 67.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—It has rained on three days during the past week. We have had a frost this week, but not a killing frost.

Columbus, Mississippi.—It has been showery on one day of the past week, the rainfall reaching thirty hundredths of an inch. The thermometer has averaged 71, the highest being 81 and the lowest 59.

Little Rock, Arkansas.—The weather has been cloudy on three days of the past week, with rain on two days, and the remainder of the week has been clear and cool. The rainfall reached eighty-six hundredths of an inch. The thermometer has averaged 58, ranging from 39 to 74. During the month of October we had rain on eight days, and the rainfall reached four inches and twenty-seven hundredths. The thermometer ranged from 39 to 92, and averaged 66.

Nashville, Tennessee.—It has rained on six days during the past week, the rainfall reaching three inches and forty hundredths. We had a killing frost last night. The thermometer has ranged from 43 to 73, averaging 60.

Mobile, Alabama.—Telegram not received.

Montgomery, Alabama.—We had rain on four days the early part of the past week, but the latter portion of the week has been clear and pleasant. The rainfall reached two inches and thirty-six hundredths. We had a light frost last night. The thermometer has averaged 64, the highest being 75 and the lowest 46. The rainfall reached two inches and seventy-two hundredths during the month of October.

Selma, Alabama.—It has rained on three days the latter part of the past week, the rainfall reaching two inches and ten hundredths. The thermometer has ranged from 38 to 74, averaging 61.

Madison, Florida.—We have had rain on two days during the past week. The weather has been too cold. We have had a frost this week, but not a killing frost. It is believed that about ninety per cent of the crop has been marketed. The thermometer has averaged 59, ranging from 48 to 70.

Macon, Georgia.—It has rained on two days during the past week. We have had a killing frost this week. The thermometer has averaged 63.

Columbus, Georgia.—We have had rain on three days during the past week, the rainfall reaching two inches and thirty-three hundredths. We have had a killing frost this week. The ther-

monometer has averaged 68, ranging from 50 to 78. During the month of October the rainfall reached two inches and thirty-three hundredths.

**Savannah, Georgia.**—It has rained on three days of the past week, and the balance of the week has been pleasant. The rainfall reached eighty-seven hundredths of an inch. Average thermometer 71, highest 82 and lowest 52.

**Augusta, Georgia.**—We have had heavy general rain on two days of the past week, the rainfall reaching one inch and fifty-nine hundredths. We had a light frost this morning, the first of the season. Crop accounts are more favorable. The top crop is developing promisingly. The frost had the effect of opening the bolls, and with present good weather it is expected that the product will be very fair. Picking makes good progress, and the crop is being marketed freely. It is claimed that about three-quarters of the crop has been picked, and about one-third has been marketed. The cause of the large receipts this week is that planters are sending their cotton forward so as to pay guano claims. Average thermometer 68, highest 82 and lowest 47. Rainfall for the month of October two inches and thirty-three hundredths.

**Atlanta, Georgia.**—It has rained on two days of the past week, the rainfall reaching two inches and forty-one hundredths. We had a killing frost this morning. The thermometer has ranged from 43 to 77, averaging 64.

**Charleston, South Carolina.**—It has rained on three days of the past week, with a rainfall of fifty-four hundredths of an inch. Average thermometer 71, highest 82, lowest 55.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 3, 1881, and November 4, 1880.

	Nov. 3, '81.	Nov. 4, '80.
	Feet. Inch.	Feet. Inch.
New Orleans.....	10 7	13 9
Memphis.....	17 9	5 1
Nashville.....	4 2	6 5
Shreveport.....	14 8	5 8
Vicksburg.....	23 5	Missing.

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

#### COTTON CONSUMPTION AND OVERLAND MOVEMENT TO NOVEMBER 1.

1.—In our editorial columns to-day will be found our usual Overland Movement brought down to November 1.

**NEW YORK COTTON EXCHANGE MEMBERSHIP.**—All the fifty applicants for membership enumerated in our last week's edition were, as anticipated, elected by very large majorities, and the Exchange has thereby, with other recent elections, received an accession of 101 new members. This sudden increase would seem to create in the minds of some the fear that extension might be carried too far. A petition has therefore been gotten up this week to the Board, asking the submission to the members, at an early day, of the question of limiting the membership to the present number, and of repealing the by-law which authorizes sales of memberships at \$10,000. This petition has, we understand, received signatures fully sufficient to be acted on by the Board.

We await with some curiosity the result in case the proposed repeal should be put to the vote of the entire Exchange, for it would be of interest to know whether the by-law in question is generally looked upon in the same light as indicated by the petitioners to the Board.

**TEXAS COTTON CROP.**—The Galveston News takes exception to our statement of the cotton production of Texas for 1880-81, and gives the following as its own estimate, and the grounds for its estimate:

	Bales.
Houston & Texas Central, transported.....	435,457
Galveston Harrisburg & San Antonio.....	98,381
International & Great Northern.....	241,836
Gulf Colorado & Santa Fe.....	61,619
Texas Western.....	2,581
Texas & Pacific.....	236,612
Missouri Pacific.....	30,101
Texas & St. Louis.....	27,872
Texas & New Orleans.....	12,598
Gulf Western Texas & Pacific.....	15,060
To Shreveport by wagon.....	24,000
Crossed to Mexico.....	7,000
Crossed the saddle to Lower Red River.....	3,600
Corpus Christi cotton.....	125
Houston local wagon receipts.....	4,015
Galveston receipts by small water-craft.....	4,453
Houston East & West Texas (estimated).....	4,176
East Texas Railroad.....	293
Indianola.....	324
Galveston Houston & Henderson Road.....	134

Total.....1,260,247

We can only say with regard to the above that we think the railroads, in making their returns to the editor of the News, must by mistake have duplicated some of the cotton—the same cotton passing over and appearing in the returns of two roads—or else the roads received a part of it from the adjoining States or Territories. The latter might be true, and yet the roads not know it, for the cotton is often carried long distances

to the nearest station. This view seems to us almost assured when we remember that the Census returns credited Texas with but 801,090 bales for the previous crop. Before the publication of the Census returns, we also reached the conclusion that the Texas production was larger than the Census report gave it, and so estimated it in our tables at about what the News now has it. Still, on a review of all the evidence we could get, we concluded to make the revision. We have not, however, any special attachment to the estimate we made—for it is only an estimate—and will gladly change it, if proved wrong.

**JUTE BUTTS, BAGGING, &C.**—There has continued to be a fair demand for bagging, and lots are moving quite freely. No large transactions are reported, but we hear of 1,000 to 1,100 bales. Holders have not changed their prices, and are not disposed to quote under 9½c. for 1½ lbs., 10½c. for 2 lbs., 11½c. for standard qualities. Butts have been quite active, and some business has been done, both for spot and to arrive. During the past month the sales aggregated 30,000 bales at 2 9-16@ 3c., part spot and part to arrive, and few parcels have been placed since our last at these figures. The market closes with holders asking 2 9-16@3c. for paper and bagging grades.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1881, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1881.	1880.	1879.	1878.	1877.	1876.
Sept'mb'r	422,057	458,478	333,643	238,848	95,272	236,868
October..	827,849	968,318	883,492	689,264	583,637	675,260
Total year	1,249,906	1,426,796	1,222,135	978,112	678,959	912,128
Percentage of tot. port receipts Oct. 31....	21-29	24-43	21-99	15-62	22-59	

This statement shows that up to Oct. 31 the receipts at the ports this year were 176,890 bales less than in 1880 and 27,771 bales more than at the same time in 1878-79. By adding to the above totals to Oct. 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1881.	1880.	1879.	1878.	1877.	1876.
Tot. Sep 30	422,057	458,478	333,643	238,848	95,272	236,868
Oct. 1.....	19,012	35,196	20,785	23,599	13,941	8.
" 2.....	8.	31,901	21,495	23,283	9,741	30,714
" 3.....	36,637	8.	35,016	17,537	12,179	15,621
" 4.....	27,147	39,051	25,784	24,181	10,720	19,854
" 5.....	25,535	33,555	8.	22,862	12,903	19,197
" 6.....	23,398	25,374	37,355	8.	10,210	22,115
" 7.....	39,081	25,161	25,309	25,800	8.	19,247
" 8.....	33,710	44,049	21,335	24,369	18,609	8.
" 9.....	8.	30,586	23,504	24,966	21,523	32,049
" 10.....	42,489	8.	35,621	22,539	19,304	24,533
" 11.....	24,839	39,937	21,819	27,622	18,399	20,722
" 12.....	26,969	37,697	8.	23,343	21,302	18,950
" 13.....	26,244	34,515	41,177	8.	14,875	20,348
" 14.....	30,805	33,776	27,876	26,402	8.	19,812
" 15.....	26,144	39,856	26,622	29,014	35,142	8.
" 16.....	8.	44,637	23,825	27,764	21,081	33,513
" 17.....	43,315	8.	40,395	20,549	20,815	21,034
" 18.....	21,811	38,729	34,763	31,161	21,359	27,821
" 19.....	23,252	37,058	8.	22,510	23,632	24,796
" 20.....	33,864	35,060	43,101	8.	21,673	21,843
" 21.....	36,145	31,901	32,554	34,634	8.	26,617
" 22.....	30,998	48,366	25,507	22,873	30,656	8.
" 23.....	8.	35,713	35,566	23,157	27,174	38,824
" 24.....	42,651	8.	42,970	25,275	26,606	23,325
" 25.....	26,415	50,187	26,434	33,787	22,068	23,574
" 26.....	33,291	35,115	8.	22,759	29,489	29,176
" 27.....	24,810	35,110	50,407	8.	27,118	28,764
" 28.....	45,076	33,513	41,656	32,576	8.	28,715
" 29.....	29,391	61,192	27,532	24,936	34,194	8.
" 30.....	8.	36,500	39,450	21,942	31,020	44,564
" 31.....	54,820	8.	60,114	27,824	27,924	32,532
Tot. Oct. 31	1,249,906	1,426,796	1,222,135	978,112	678,959	912,128
Nov. 1.....	29,104	46,514	30,704	27,243	31,773	28,119
" 2.....	27,151	37,897	8.	21,848	29,165	35,041
" 3.....	35,993	33,538	46,140	8.	33,775	32,587
" 4.....	40,236	41,655	38,310	30,964	8.	28,392
Total.....	1,382,380	1,586,400	1,337,289	1,058,167	773,672	1,034,267
Percentage of total port rec'ts Nov. 4.	27-00	26-73	23-79	17-80	25-61	

This statement shows that the receipts since Sept. 1 up to to-night are now 234,020 bales less than they were to the same day of the month in 1880 and 45,091 bales more than they were to the same day of the month in 1879. We add to the table



the percentages of total port receipts which had been received to November 4 in each of the years named.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Nov. 3.

**BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.**

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1881	3,000	4,000	7,000	317,000	560,000	877,000	15,000	1,204,000
1880	3,000	3,000	3,000	360,000	503,000	863,000	4,000	1,106,000
1879	3,000	3,000	3,000	252,000	337,000	609,000	4,000	832,000
1878	2,000	1,000	3,000	319,000	394,000	713,000	4,000	878,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 11,000 bales, and an increase in shipments of 4,000 bales, and the shipments since January 1 show an increase of 14,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

**CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURRACHEE.**

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1881	2,000	2,000	2,000	203,000	78,000	281,000
1880	1,000	1,000	1,000	207,000	82,000	289,000
1879	1,000	1,000	1,000	207,000	108,000	315,000
1878	4,000	4,000	4,000	137,000	69,000	206,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales more than for the same week last year. For the whole of India, therefore, the total shipments this week and since Jan. 1, 1881, and for the corresponding weeks and periods of the two previous years, are as follows.

**EXPORTS TO EUROPE FROM ALL INDIA.**

Shipments to all Europe from—	1881.		1880.		1879.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	7,000	877,000	3,000	863,000	3,000	609,000
All other ports.	2,000	281,000	1,000	289,000	1,000	315,000
Total	9,000	1,158,000	3,000	1,152,000	4,000	924,000

This last statement affords a very interesting comparison of the total movement for the week ending Nov. 3, and for the three years up to date, at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Nov. 3.	1881.		1880.		1879.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)*—						
This week	150,000		160,000		200,000	
Since Sept. 1	622,550		445,500		940,000	
Exports (bales)—						
To Liverpool	10,000	30,500	8,000	23,000	18,000	59,616
To Continent	3,023	7,583	1,372	4,982	7,491	18,425
Total Europe	13,023	38,083	9,372	27,982	25,491	78,041

\* A cantar is 99 lbs.

This statement shows that the receipts for the week ending Nov. 3 were 150,000 cantars and the shipments to all Europe were 13,023 bales.

**MANCHESTER MARKET.**—Our report received from Manchester to-night states that the market is steady for both twists and shirtings. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1881.						1880.					
	32s Cop. Twist.			34s lbs. Shirtings.			32s Cop. Twist.			34s lbs. Shirtings.		
Sept. 2	d. d. a.	d. s. d.	d. s. d.	d. d. a.	d. s. d.	d. s. d.	d. d. a.	d. s. d.	d. s. d.	d. d. a.	d. s. d.	d. s. d.
" 9	8 1/2 @ 9 1/2	6 5/8 @ 7 1/8	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2
" 16	8 1/2 @ 9 1/2	6 5/8 @ 7 1/8	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2	8 1/2 @ 9 1/2	6 1/2 @ 7 1/2
" 23	9 @ 9 1/2	6 5/8 @ 7 1/8	9 @ 9 1/2	6 5/8 @ 7 1/8	9 @ 9 1/2	6 5/8 @ 7 1/8	9 @ 9 1/2	6 5/8 @ 7 1/8	9 @ 9 1/2	6 5/8 @ 7 1/8	9 @ 9 1/2	6 5/8 @ 7 1/8
" 30	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8
Oct. 7	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8
" 14	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8
" 21	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8
" 28	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8
Nov. 4	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8	9 1/2 @ 9 3/4	6 5/8 @ 7 1/8

**THE EXPORTS OF COTTON FROM NEW YORK** this week show a decrease, as compared with last week, the total reaching 7,932 bales, against 7,978 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1881, and in the last column the total for the same period of the previous year:

**EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1881.**

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Oct. 12.	Oct. 19.	Oct. 26.	Nov. 2.		
Liverpool	7,524	6,056	4,892	3,336	68,920	93,167
Other British ports	700	200	299	501	2,150	1,700
TOTAL TO GREAT BRITAIN	8,224	6,256	5,191	3,837	70,970	94,867
Havre	1,541	734	.....	2,572	10,643	11,055
Other French ports	.....	.....	.....	.....	.....	.....
TOTAL FRENCH	1,541	734	.....	2,572	10,643	11,055
Bremen and Hanover	1,628	1,489	400	1,023	8,659	9,808
Hamburg	200	100	1,900	300	8,207	7,186
Other ports	250	.....	150	200	1,156	1,542
TOTAL TO NORTH. EUROPE	2,078	1,539	2,450	1,523	18,021	18,536
Spain, Oporto, Gibralt'r, &c	.....	.....	337	.....	337	335
All other	.....	.....	.....	.....	.....	.....
TOTAL SPAIN, &c	.....	.....	337	.....	337	335
GRAND TOTAL	11,843	8,579	7,978	7,932	99,971	124,793

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1881:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	7,877	60,335	.....	.....	.....	.....	.....	.....
Texas	.....	31,757	.....	.....	.....	.....	.....	.....
Savannah	13,906	67,457	1,312	8,004	1,142	9,466	5,406	14,710
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	459	1,139	.....	.....	.....	.....	.....	.....
S. Carolina	8,031	38,459	.....	.....	.....	.....	909	6,750
N. Carolina	2,523	13,200	.....	.....	.....	.....	1,224	3,943
Virginia	6,687	41,869	2,409	12,955	.....	.....	3,353	18,938
North. pts	71	1,145	6,822	22,043	.....	.....	.....	52
Tenn., &c.	1,119	7,899	4,583	14,750	1,414	4,389	528	3,853
Foreign	.....	879	.....	.....	.....	.....	.....	.....
This year	40,713	264,139	14,926	57,762	2,556	13,855	11,420	48,246
Last year	47,802	264,814	10,341	42,521	2,244	13,523	9,532	52,756

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 86,580 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week:

		Total bales.
NEW YORK—To Liverpool, per steamers Arizona, 834	City of Che ter, 580	3,336
Parthia, 23	City of Rome, 336	501
To Hull, per steamer Marengo, 501	Delambre, 1,563	2,572
To Havre, per steamers Amerique, 770	Labrador, 1,802	1,023
To Bremen, per steamers Habsburg, 210	Main, 913	300
To Hamburg, per steamer Frisia, 300	.....	200
To Amsterdam, per steamer Pollux, 200	.....	19,310
NEW ORLEANS—To Liverpool, per steamers City of Bristol, 6 100	.....	8,544
Juana, 2,950	Quebec, 5,060	3,600
To Havre, per steamer Netley Abbey, 4,141	per ship Crescent City, 4,403	5,101
To Bremen, per steamer Kronprinz Friedrich Wilhelm, 3,600	.....	863
To Reval, per steamer Amy Dora, 5,101	.....	729
To Barcelona, per bark Cristina, 200	.....	3,966
To Genoa, per brig Aurora, 863	.....	6,039
To Vera Cruz, per steamer City of Merida, 729	.....	1,200
CHARLESTON—To Liverpool, per steamer Enchantress, 3,914	.....	7,680
Upland and 52 Sea Island	.....	1,500
To Bremen, per steamer Brantford, 6,039	.....	4,204
To Amsterdam, per bark Maramino Galatoli, 1,200	.....	1,035
To Barcelona, per steamer Aurora, 3,400	per bark Valparaiso, 3,000	1,192
per brig Juanito, 750	.....	5,300
SAVANNAH—To Barcelona, per bark Virtuosa, 1,500	Upland	1,414
TEXAS—To Liverpool, per ship Rock City, 2,100	per bark Roma, 2,104	2,695
To Vera Cruz, per bark Kainan, 1,035	.....	3,331
WILMINGTON—To Liverpool, per brig Atlanta, 1,192	.....	695
NORFOLK—To Liverpool, per steamer Liscard, 3,300	.....	86,580
BALTIMORE—To Liverpool, per steamers American, 914	.....	
Gracia, 500	.....	
To Bremen, per steamers Braunschweig, (additional) 400	Leipzig, 2,295	
BOSTON—To Liverpool, per steamers Glamorgan, 1,723	.....	
1,232	Palmyra, 426	
PHILADELPHIA—To Liverpool, per steamer Lord Clive, 695	.....	

The particulars of these shipments, arranged in our usual form, are as follows:

	Liver- pool.	Havre.	Brem- en & Ham- burg.	Am- ster- dam.	Reval.	Barce- lona.	Vera Cruz.	Total.
New York..	3,336	2,572	1,323	200	.....	.....	.....	7,932
N. Orleans.	19,310	8,544	3,600	.....	5,101	200	729	33,477
Charleston.	3,966	.....	6,039	1,200	.....	7,660	.....	18,865
Savannah..	.....	.....	.....	.....	.....	1,500	.....	1,500
Texas.....	4,204	.....	.....	.....	.....	.....	1,035	5,239
Wilmington.	1,192	.....	.....	.....	.....	.....	.....	1,192
Norfolk.....	5,300	.....	.....	.....	.....	.....	.....	5,300
Baltimore..	1,414	.....	2,695	.....	.....	.....	.....	4,109
Boston.....	3,331	.....	.....	.....	.....	.....	.....	3,331
Philadelp <sup>a</sup>	695	.....	.....	.....	.....	.....	.....	695
Total...	42,798	11,116	13,657	1,400	5,101	9,360	1,761	86,580

Included in the above totals are, from New York to Hull, 501 bales and from New Orleans to Genoa, 863 bales.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

HAMSTERS, steamer (Br.), from Charleston, arrived at Liverpool October 26. She had lost life-boat and sustained other damage on the passage.

LISCARD, steamer (Br.) Farmer, which sailed from Norfolk, Oct. 23, for Liverpool, put into St. Johns, N. F., Oct. 31. She lost three blades

of her propeller by striking a log at the inner edge of the Gulf Stream. She would ship a new propeller as soon as possible and proceed on her voyage.

**MACDONALD, steamer (Br.)** Watson, from Charleston, at Liverpool, Oct. 27, had boats smashed and sustained other damage on the passage.

**REGENT, steamer (Br.)**, before reported, from New Orleans for Liverpool, which put into Halifax, N. S., Oct. 24, with cargo shifted, restored same and sailed thence, Oct. 25, for destination.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	5 <sup>32</sup> @14	5 <sup>32</sup> @14	5 <sup>32</sup> @14	5 <sup>32</sup> @14	5 <sup>32</sup> @14	5 <sup>32</sup> @14
Do sail...d.						
Havre, steam...d.	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *
Do sail...d.						
Bremen, steam...d.	3 <sup>2</sup> @7 <sup>16</sup>	3 <sup>2</sup> @7 <sup>16</sup>	3 <sup>2</sup> @7 <sup>16</sup>	3 <sup>2</sup> @7 <sup>16</sup>	3 <sup>2</sup> @7 <sup>16</sup>	3 <sup>2</sup> @7 <sup>16</sup>
Do sail...d.						
Hamburg, steam...d.	7 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>
Do sail...d.						
Amst'd'm, steam...d.	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>
Do sail...d.						
Baltic, steam...d.	3 <sup>2</sup>	3 <sup>2</sup>	3 <sup>2</sup>	3 <sup>2</sup>	3 <sup>2</sup>	3 <sup>2</sup>
Do sail...d.						

\* Compressed.

**LIVERPOOL.**—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Oct. 14.	Oct. 21.	Oct. 28.	Nov. 4.
Sales of the week.....bales.	70,000	79,000	91,000	77,000
Of which exporters took.....	3,300	2,900	9,800	6,200
Of which speculators took.....	1,580	2,500	4,100	5,700
Sales American.....	58,000	61,000	71,000	60,000
Actual export.....	4,700	4,200	3,500	5,700
Forwarded.....	6,200	8,000	4,200	14,000
Total stock—Estimated.....	531,000	542,000	533,000	509,000
Of which American—Estim'd.....	458,000	415,000	416,000	399,000
Total import of the week.....	54,000	37,000	75,000	61,000
Of which American.....	28,000	22,500	68,000	49,500
Amount afloat.....	204,000	235,000	202,000	202,000
Of which American.....	162,000	195,000	164,000	161,000

The tone of the Liverpool market for spots and futures each day of the week ending Nov. 4, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 12:30 P.M.	Good demand.	Mod. dom. freely supplied.	Dull and easier.	Mod. liq. freely supplied.	Steady.	Steady.
Mid. Up'd's	67 <sup>16</sup>	67 <sup>16</sup>	67 <sup>16</sup>	63 <sup>2</sup>	63 <sup>2</sup>	63 <sup>2</sup>
Mid. Or'n's	62 <sup>2</sup>	62 <sup>2</sup>	62 <sup>2</sup>	62 <sup>2</sup>	62 <sup>2</sup>	62 <sup>2</sup>
Sales.....	12,000	10,000	8,000	10,000	12,000	12,000
Spec. & exp.	1,000	1,000	1,000	1,000	1,000	2,000
Futures, Market, 12:30 P.M.	Quiet.	Dull.	Steady.	Firm.	Firm.	Quiet but steady.
Market, 5 P.M.	Dull.	Dull.	Firm.	Steady.	Firm.	Firm.

The actual sales of futures at Liverpool for the same week are given below. These are for the basis of Uplands, Low Milling clause, unless otherwise stated.

SATURDAY.					
Delivery.	d.	Delivery.	d.	Delivery.	d.
Oct.....	63 <sup>2</sup>	Feb.-Mar.....	617 <sup>32</sup>	Oct.-Nov.....	612 <sup>32</sup>
Oct.-Nov.....	63 <sup>2</sup>	Mar.-Apr.....	619 <sup>32</sup>	Nov.-Dec.....	611 <sup>32</sup>
Nov.-Dec.....	63 <sup>2</sup>	April-May.....	65 <sup>2</sup>	Mar.-Apr.....	69 <sup>16</sup>
Dec.-Jan.....	67 <sup>16</sup>	May-June.....	621 <sup>32</sup>	Apr.-May.....	619 <sup>32</sup>
Jan.-Feb.....	61 <sup>32</sup> @13 <sup>2</sup>	June-July.....	623 <sup>32</sup> @11 <sup>16</sup>	May-June.....	63 <sup>2</sup>
MONDAY.					
Oct.....	65 <sup>16</sup> @9 <sup>32</sup>	May-June.....	65 <sup>2</sup>	Feb.-Mar.....	615 <sup>32</sup>
Oct.-Nov.....	65 <sup>16</sup> @9 <sup>32</sup>	June-July.....	65 <sup>2</sup>	Jan.-Feb.....	613 <sup>32</sup>
Nov.-Dec.....	611 <sup>32</sup> @11 <sup>16</sup>	Nov.-Dec.....	69 <sup>32</sup>	Feb.-Mar.....	615 <sup>32</sup>
Dec.-Jan.....	63 <sup>2</sup>	Dec.-Jan.....	613 <sup>32</sup>	Mar.-Apr.....	616 <sup>32</sup>
Jan.-Feb.....	615 <sup>32</sup> @7 <sup>16</sup>	Mar.-April.....	64 <sup>2</sup>	May-June.....	69 <sup>16</sup>
Mar.-Apr.....	69 <sup>16</sup> @15 <sup>2</sup>	Apr.-May.....	617 <sup>32</sup>	June-July.....	619 <sup>32</sup>
Apr.-May.....	619 <sup>32</sup>	May-June.....	619 <sup>32</sup>		
TUESDAY.					
Nov.....	69 <sup>32</sup>	April-Mar.....	61 <sup>32</sup>	Feb.-Mar.....	615 <sup>32</sup>
Nov.-Dec.....	69 <sup>32</sup>	May-June.....	69 <sup>16</sup> @17 <sup>32</sup>	Mar.-Apr.....	64 <sup>2</sup>
Dec.-Jan.....	611 <sup>32</sup>	June-July.....	619 <sup>32</sup> @16 <sup>32</sup>	Apr.-May.....	617 <sup>32</sup>
Jan.-Feb.....	613 <sup>32</sup> @9 <sup>32</sup>	Jan.-Feb.....	613 <sup>32</sup>	May-June.....	69 <sup>16</sup>
Feb.-Mar.....	67 <sup>16</sup>	Dec.-Jan.....	63 <sup>2</sup>	June-July.....	69 <sup>16</sup>
Mar.-Apr.....	613 <sup>32</sup>				
WEDNESDAY.					
Nov.....	69 <sup>32</sup>	Feb.-Mar.....	67 <sup>16</sup>	June-July.....	619 <sup>32</sup>
Nov.-Dec.....	69 <sup>32</sup> @14 <sup>32</sup>	Mar.-Apr.....	64 <sup>2</sup>	Dec.-Jan.....	63 <sup>2</sup>
Dec.-Jan.....	63 <sup>2</sup> @11 <sup>16</sup>	Apr.-May.....	617 <sup>32</sup>	Feb.-Mar.....	615 <sup>32</sup>
Jan.-Feb.....	613 <sup>32</sup>	May-June.....	619 <sup>32</sup> @9 <sup>16</sup>	Mar.-Apr.....	615 <sup>32</sup>
Feb.-Mar.....	67 <sup>16</sup>			Apr.-May.....	619 <sup>32</sup>
Mar.-Apr.....	613 <sup>32</sup>			May-June.....	63 <sup>2</sup>
THURSDAY.					
Nov.....	65 <sup>16</sup>	Apr.-May.....	69 <sup>16</sup>	Dec.-Jan.....	613 <sup>32</sup>
Nov.-Dec.....	65 <sup>16</sup>	May-June.....	619 <sup>32</sup>	Feb.-Mar.....	614 <sup>2</sup>
Dec.-Jan.....	63 <sup>2</sup>	June-July.....	65 <sup>2</sup>	Jan.-Feb.....	615 <sup>32</sup>
Jan.-Feb.....	613 <sup>32</sup>	July-Aug.....	621 <sup>32</sup>	Mar.-Apr.....	69 <sup>16</sup>
Feb.-Mar.....	615 <sup>32</sup>	Jan.-Feb.....	67 <sup>16</sup>	Apr.-May.....	619 <sup>32</sup>
Mar.-Apr.....	67 <sup>16</sup>	June-July.....	69 <sup>16</sup>	May-June.....	63 <sup>2</sup>
FRIDAY.					
Nov.....	65 <sup>16</sup>	Apr.-May.....	69 <sup>16</sup>	Dec.-Jan.....	67 <sup>16</sup>
Nov.-Dec.....	65 <sup>16</sup>	June-July.....	621 <sup>32</sup>	Mar.-Apr.....	69 <sup>16</sup>
Dec.-Jan.....	63 <sup>2</sup> @11 <sup>16</sup>	Nov.....	611 <sup>32</sup>	Apr.-May.....	619 <sup>32</sup>
Jan.-Feb.....	616 <sup>32</sup>	Nov.-Dec.....	69 <sup>32</sup>	May-June.....	69 <sup>16</sup>
Feb.-Mar.....	616 <sup>32</sup>	Jan.-Feb.....	615 <sup>32</sup>	June-July.....	621 <sup>32</sup>
Mar.-Apr.....	617 <sup>32</sup>	Nov.-Dec.....	63 <sup>2</sup> @11 <sup>16</sup>		

## BREADSTUFFS.

FRIDAY, P. M. November 4, 1881.

The flour market, following the marked decline noted in our last, did not show much improvement in business, and not until the medium and high grades had again given way 25@50c. per bbl. was there much improvement in the export demand. The local trade held off, however, and consequently the improved

inquiry from shippers did not give any sustained strength to values, and yesterday some further decline was accepted for some grades. Rye flour has also materially declined. To-day the market was dull and depressed.

The wheat market has been quite depressed, and on Tuesday last, under free deliveries for account of November contracts, prices quite broke down, No. 2 red winter selling at \$1 43@ \$1 43½ on the spot, \$1 46½ for December, and \$1 49½ for January. Since there has been a variable and somewhat irregular market, fitful advances being followed by partial declines. Supplies continue to come forward very slowly at the West, while the lower prices, in conjunction with very low rates of ocean freights, have caused some increase in the export movement. To-day the opening was lower, but the close steadier; No. 2 red winter, \$1 46½ for December, and \$1 49½ for January.

Indian corn, though variable and comparatively quiet, did not share in the extreme depression of wheat during the first half of the week under review. Receipts have been quite moderate, and the demand sufficient to prevent any further accumulation of stocks. Still the local trade has been comparatively dull. To-day there was no essential change in prices, but a quieter market; No. 2 mixed, 71¼c. for December and 73¼c. for January. Rye has been about steady, with rather more doing. Barley has suffered an important decline, but the reduced prices have led to a material increase in the volume of business; recent sales include four-rowed State at \$1, and No. 1 Canada at \$1 13@ \$1 14. To-day the market was dull and weak.

Oats have been doing better for mixed, with more activity in the regular trade and a brisk speculation. To-day No. 2 graded were quoted at 43¼c. for mixed and 51¼c. for white, and for future delivery No. 2 sold at 49¼c. for December and 50½c. for January.

The following are closing quotations:

Flour.	Wheat.	Grain.
No. 2 spring...\$ bbl. \$5 50@ 4 10	Spring.....	\$1 25 @ 1 42
No. 2 winter.....	Spring, No. 2.....	1 38 @ 1 40
Winter superfine.....	Red winter.....	1 30 @ 1 44
Spring superfine.....	Red winter, No. 2.....	1 42 @ 1 43½
Spring wheat extras.....	White.....	1 33 @ 1 42
do XX and XXX.....	White—West. mixed.....	65 @ 70
Wis. & Minn. rye mix.....	West. No. 2.....	69 @ 69½
Winter shipp'g extras.....	Western yellow.....	69 @ 72
do XX and XXX.....	Western white.....	70 @ 73
Patents.....	Rye.....	1 00 @ 1 05
City shipp'g extras.....	Oats—Mixed.....	43 @ 49
do southern, bakers' and family brands.....	White.....	45½ @ 53½
South'n ship'g extras.....	Barley.....	
Rye flour, superfine.....	Canada No. 1.....	1 11 @ 1 13
Corn meal.....	Canada bright.....	1 14 @ 1 16
Western, &c.....	State, 4-rowed.....	97½ @ 1 00
Brandywine, &c.....	State, 2-rowed.....	97 @ 1 00
Buckw't flour, 100 lbs.....	Post—Cau'da, b. & c.....	97 @ 1 00

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Oct. 29, 1881:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	59,575	256,322	1,450,830	362,343	272,233	36,650
Milwaukee.....	81,438	128,484	17,700	24,650	121,980	21,059
Toledo.....	890	102,617	56,903	35,531	516,348	150,874
Detroit.....	11,335	75,386	14,607	16,127	8,282	2,693
Cleveland.....	2,639		33,250	17,800	14,150	500
St. Louis.....	33,089	200,411	229,805	80,590	13,338	14,650
Peoria.....	2,370	10,725	417,525	114,030	11,750	28,150
Galena.....	17,500	115,073				

Total..... 238,766 889,618 2,220,620 651,121 536,783 103,376

Same time '80, 210,042 3,265,043 2,892,661 1,340,978 516,348 150,874

Total receipts at same ports from Dec. 27 to Oct. 29, inclusive for four years:

Flour.....	1881.	1880.	1879.	1878.
bbls.	7,487,622	5,318,593	5,613,347	4,624,001
Wheat.....	48,617,231	69,279,366	85,956,053	73,127,107
Corn.....	117,740,279	135,167,241	81,324,476	83,593,551
Oats.....	36,122,449	34,128,021	27,388,069	27,245,703
Barley.....	7,705,160	7,170,001	7,861,073	8,245,700
Rye.....	3,128,517	3,247,055	4,206,163	4,347,500

Total grain..... 213,363,636 248,991,684 209,735,831 196,559,561

Comparative receipts (crop movement) at same ports from August 1 to Oct. 29, inclusive for four years:

Flour.....	1881.	1880.	1879.	1878.
bbls.	2,369,471	2,049,231	1,870,408	1,627,342
Wheat.....	19,193,808	36,329,642	43,962,178	39,120,118
Corn.....	46,837,165	44,485,993	23,465,239	31,077,339
Oats.....	10,668,835	16,100,609	10,326,002	13,384,662
Barley.....	3,713,872	4,564,265	5,121,336	5,134,849
Rye.....	2,129,130	1,854,701	2,294,622	2,288,191

Total grain..... 82,512,810 103,335,210 92,469,397 89,397,219

Comparative shipments of flour and grain from the same ports from Dec. 27 to Oct. 29, inclusive, for four years:

Flour.....	1881.	1880.	1879.	1878.
bbls.	7,403,236	4,291,599	6,191,845	4,894,889
Wheat.....	43,946,523	62,492,860	70,660,900	55,161,495
Corn.....	98,197,495	114,809,228	76,968,003	73,692,754
Oats.....	30,369,719	26,898,006	19,459,963	19,380,082
Barley.....	3,559,837	3,116,036	4,541,518	4,294,137
Rye.....	1,911,651	2,587,631	3,799,651	3,401,567

Total grain..... 177,935,225 210,163,761 175,430,037 155,930,051



Rail shipments from Western lake and river ports for the week ended:

	1881. Week Oct. 29. bbls.	1880. Week Oct. 30. bbls.	1879 Week Nov. 1. bbls.	1878. Week Nov. 2. bbls.
Flour.....	141,985	153,886	161,781	103,754
Wheat.....	294,533	376,459	358,581	317,503
Corn.....	973,600	736,285	294,726	250,970
Oats.....	409,794	452,827	429,111	178,567
Barley.....	164,043	175,394	291,670	135,427
Rye.....	74,283	91,287	45,425	22,555

Total.....1,886,253 2,826,182 1,390,496 905,027

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Oct. 29.....	209,191	757,710	2,755,745	512,424	164,043	74,283
Oct. 22.....	173,757	918,141	2,931,633	643,747	158,833	91,790
Oct. 15.....	190,418	832,083	2,188,417	582,211	244,597	65,671
Oct. 8.....	232,939	559,327	1,682,194	727,515	181,473	100,656

Total.....1,815,603 3,067,269 9,537,989 2,465,897 751,951 335,414  
4 wks. 801,754,309 9,408,529 11,256,770 4,432,931 889,880 480,251

Receipts of flour and grain at seaboard ports for the week ended Oct. 29:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	118,982	930,194	711,110	185,738	143,800	58,955
Boston.....	53,689	29,669	287,045	114,267	5,975	450
Portland.....	2,980	2,755	2,200	3,800	.....	.....
Montreal.....	30,113	270,798	5,700	81,950	48,414	45,397
Philadelphia.....	19,946	30,000	132,600	62,150	58,600	500
Baltimore.....	22,865	290,750	118,000	21,000	.....	3,000
New Orleans.....	12,617	518	3,175	19,313	.....	.....

Total week.....261,197 1,441,929 1,264,780 458,216 251,739 103,305

Cor. week '80.....291,625 4,655,193 2,955,607 713,501 384,014 121,893

Total receipts at same ports from Dec. 27 to Oct. 29, inclusive, for four years:

	1881.	1880.	1879.	1878.
Flour.....bbls.	10,617,722	8,716,932	9,017,334	7,883,664
Wheat.....bush.	80,961,875	109,069,169	126,744,124	91,267,118
Corn.....bush.	29,840,917	123,414,617	92,587,017	93,351,357
Oats.....bush.	23,789,093	19,984,084	18,795,533	20,982,523
Barley.....bush.	3,146,832	3,031,262	3,295,182	4,457,771
Rye.....bush.	1,513,828	2,003,965	3,983,515	4,237,219

Total grain.....200,757,635 257,503,127 245,689,421 214,301,988

Exports from United States seaboard ports and from Montreal for week ending Oct. 29, 1881:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	41,213	359,045	732,330	3,304	41,501	2,062
Boston.....	11,984	12,729	142,930	175	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal.....	14,801	200,989	.....	54,796	.....	314,936
Philadelphia.....	475	.....	146,840	.....	.....	.....
Baltimore.....	940	159,536	91,550	300	.....	.....
New Orleans.....	28	.....	15,321	15	.....	.....

Total for '81.....70,392 731,979 1,128,971 58,580 41,501 316,908  
Same time '80.....133,707 2,412,461 1,758,756 7,660 114,448 154,551

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 29, 1881, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	6,241,935	5,795,411	1,796,060	52,057	60,611
Do. aboat (est.).....	456,000	1,822,000	580,000	398,000	50,000
Albany.....	16,000	90,000	13,600	88,500	100,000
Buffalo.....	457,952	724,978	30,705	39,075	17,060
Chicago.....	3,718,079	7,016,123	369,620	291,620	394,377
Minneapolis.....	357,277	4,695	1,668	226,985	79,306
Duluth.....	257,000	.....	.....	.....	.....
Toledo.....	1,108,334	234,415	73,456	.....	15,127
Detroit.....	793,027	10,420	18,008	.....	.....
Oswego.....	120,000	190,000	.....	700,000	54,000
St. Louis.....	1,004,760	1,596,704	363,765	38,298	132,844
Boston.....	30,404	229,379	120,771	4,118	2,961
Toronto.....	180,939	.....	.....	283,900	8,763
Montreal.....	362,391	44,203	19,734	10,505	36,081
Philadelphia.....	757,374	799,299	80,000	.....	.....
Peoria.....	10,714	159,726	140,706	.....	177,728
Indianapolis.....	451,800	200,200	43,700	.....	9,100
Kansas City (22).....	383,354	55,265	51,292	.....	7,226
Baltimore.....	2,102,975	732,224	.....	.....	.....
Down Miss'p'.....	.....	40,001	.....	.....	.....
On rail.....	805,033	2,402,162	510,594	164,000	79,000
On lake.....	818,000	2,694,000	150,000	.....	.....
On canal.....	532,000	1,607,000	.....	359,000	42,000

Tot. Oct. 29, '81.....21,252,578 26,449,095 4,385,769 2,656,375 1,256,184

Oct. 22, '81.....20,857,536 27,970,474 4,653,278 2,523,603 1,210,865

Oct. 15, '81.....20,586,272 28,682,059 4,760,412 2,506,187 1,093,772

Oct. 8, '81.....20,169,847 28,120,876 5,759,915 1,922,309 1,052,599

Oct. 1, '81.....19,494,552 27,381,974 6,468,050 1,393,024 901,914

Oct. 30, '80.....19,118,102 19,364,445 5,053,378 2,611,581 897,687

## THE DRY GOODS TRADE.

FRIDAY, P. M., November 4, 1881.

The demand for dry goods during the past week has been irregular, and upon the whole sluggish, as is generally the case between seasons. Cotton goods have received more attention from large jobbers, converters and finishers, who have anticipated future wants to some extent, and a very considerable business was quietly done in this connection by manufacturers' agents. Woolen goods have displayed less animation than of late, and the demand for prints, ginghams, dress goods and other seasonable fabrics, was mostly of a hand-to-mouth character. The jobbing trade was mostly quiet, transactions having been chiefly confined to filling orders from retailers in the interior, who are apparently doing a fair business. Some leading makes of cotton goods were advanced by manufacturers'

agents, but otherwise values remained steady and without quotable change.

**DOMESTIC COTTON GOODS.**—The exports of cotton goods from this port during the week ending November 1 were 2,910 packages, 1,198 of which were shipped to China, 828 to Great Britain, 366 to Chili, 186 to Hayti, 88 to Hamburg, 82 to Mexico, &c. The general demand for cotton goods at first hands was only moderate, but deliveries on account of back orders reached an important aggregate amount, and some large sales of plain and colored cottons were made to jobbers, converters, finishers and shirt manufacturers for future delivery. Prices ruled very firm, with a strong upward tendency, and some prominent makes of brown and bleached goods, tickings, ducks, &c., were advanced from  $\frac{1}{4}$ c. to  $\frac{1}{2}$ c. per yard, among which were Lonsdale shirtings, which were marked up to 10 $\frac{1}{2}$ c. and Continental C browns to 8 $\frac{1}{4}$ c. Print cloths were in active demand and higher, closing at 4c. for 64x64 "spots" and "near futures," and 3 $\frac{1}{2}$ c. for 56x60s; but even at these figures manufacturers are unwilling to make contracts extending to March. Prints, ginghams and cotton dress goods ruled quiet, but the best makes are steadily held and stocks are in very good shape.

**DOMESTIC WOOLEN GOODS.**—There was a less active demand for spring cassimeres and worsted coatings—the larger buyers having completed their early purchases—but a good many additional orders were placed by small clothiers, and there was an increased movement, in execution of back orders. Heavy clothing woolens were quiet in both first and second hands, the mildness of the weather having checked the demand for consumption. The condition of the market for men's wear woolens continues very satisfactory, stocks being well in hand and prices firm. Cloakings and repellents were quiet, and there was only a limited demand for Kentucky jeans and satinetts; but there was a steady movement in colored flannels and blankets, in execution of former orders, and ladies' dress and sacking flannels were in good request.

**FOREIGN DRY GOODS** were quiet in first hands, and sluggish with jobbers, and the offerings at auction were not of much importance. Prices are well maintained on nearly all staple fabrics because stocks are in good shape, and fancy dress goods, &c., are in much smaller supply than is usually the case at this stage of the season, slight price concessions having enabled importers to close out their accumulations.

### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Nov. 3, 1881 and since January 1, and the same facts for the corresponding periods of 1880, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1881 AND 1880.									
Week Ending Nov. 3, 1881.					Since Jan. 1, 1880.				
	Pkgs.	Value.	Pkgs.	Value.		Pkgs.	Value.	Pkgs.	Value.
Manufactures of—									
Wool.....	306	138,469	42,214	17,373,028	573	212,313	38,002	15,933,401	
Cotton.....	606	501,999	63,051	18,308,102	871	255,648	60,622	18,670,626	
Silk.....	777	305,329	40,977	26,689,601	912	618,250	40,821	25,938,808	
Flax.....	730	100,272	60,763	11,709,810	1,242	211,014	72,310	10,784,761	
Miscellaneous.....	716	109,384	68,769	7,506,309	581	15,592	35,409	7,934,015	
Total.....	2,903	1,028,953	274,806	82,621,850	4,120	1,449,816	247,393	74,631,614	
WITHDRAWN FROM WAREHOUSE AND THROU INTO THE MARKET.									
Manufactures of—									
Wool.....	391	138,455	18,117	7,101,093	336	138,535	19,244	7,612,891	
Cotton.....	1,383	98,636	11,604	5,529,932	156	39,924	12,119	4,971,151	
Silk.....	1,383	98,636	11,604	5,529,932	128	91,180	6,991	4,727,182	
Flax.....	378	71,711	8,414	3,928,784	388	65,709	23,283	4,414,416	
Miscellaneous.....	1,092	51,320	85,544	1,747,728	1,074	77,154	102,762	2,103,529	
Total.....	2,134	407,064	127,422	21,591,976	2,082	412,528	104,404	22,857,523	
Entered for consumption.....	2,993	1,028,953	274,806	82,621,850	6,121	1,449,816	267,393	75,631,614	
Total on market.....	5,120	1,436,017	402,228	104,213,826	6,211	1,862,344	431,767	101,489,137	
ENTERED FOR WAREHOUSE DURING SAME PERIOD.									
Manufactures of—									
Wool.....	74	30,547	24,077	9,239,144	255	117,579	15,077	6,023,081	
Cotton.....	44	1,935	1,030	3,038,466	154	55,268	10,047	3,257,518	
Silk.....	86	78,452	7,337	7,337,754	189	139,874	6,270	4,261,901	
Flax.....	820	46,811	21,862	5,408,506	581	74,164	20,075	3,663,816	
Miscellaneous.....	2,978	13,260	84,073	2,138,309	266	46,045	8,381	2,215,373	
Total.....	3,305	195,022	133,381	26,834,979	1,492	437,910	133,833	19,420,719	
Entered for consumption.....	2,993	1,028,953	274,806	82,621,850	4,120	1,449,816	267,393	75,631,614	
Total on market.....	6,300	1,220,973	428,187	109,156,729	5,557	1,892,726	408,216	98,052,333	

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